

Indian Wells, California

Indicators Report

by
The National Economic Education Delegation (NEED)

April 20, 2024

Exploring the economics, demographics, and well-being of Indian Wells and its residents through indicators.

This report was produced by the:

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Executive Summary

Assessing the City with Indicators

About this Report

This report provides background or summary information for the city of Indian Wells (the City) in the form of indicators.

Using this Report

Indicators are measures of various aspects of a regional economy. They help to provide an indication of the quality of life in a region and progress toward improving conditions in the local economy. This report focuses on indicators

for changing demographics, incomes, housing markets, commute patterns, and employment in Indian Wells. These indicators are compared to Riverside County (the County) as a whole, a broader region where one is well defined, California, and the United States.

This report is vital for understanding trends in the underlying economy. It does not provide forecasts, but Rob Eyler and Jon Haveman at Economic Forensics and Analytics are available to provide them if that is of interest.

Topics Covered:

- **Demographics:** A detailed snapshot of Indian Wells demographics is presented. This provides evidence on the size, age and sex, income and poverty status, race and ethnicity, housing status, living arrangements, education, health, and transportation choices of the population. Beyond the current population level, data on trends in local population growth, in comparison with other broader regions is presented, in both tabular and graphical form.
- **Employment Report:** Here, we provide a brief snapshot of employment and unemployment in Indian Wells and how the City's experience differs from broader regions.
- **Income and Earnings:** Vital to understanding the prosperity of a city relative to its surrounding area is information on income and earnings. We provide a ranking of the City's income relative to all cities in California as well as growth relative to local regions. Inequality and poverty status are also important indicators for the level of equity in the community. We provide evidence of trends in both, not only for all residents, but also for children separately.
- **Housing:** This section provides evidence on the cost and availability of housing. Both median home values and rental costs are included, along with detailed information on home ownership, by age and income, in particular. Further, evidence is provided on the housing burden in the City, again, in comparison with other broader regions. We also provide evidence on the rate at which new buildings and units are permitted along with a broader housing picture. Finally, we provide evidence on the age of the housing stock in Indian Wells, along with information on how long the City's residents have been in place.
- **Transportation:** Increasingly important, in the wake of the pandemic, is an understanding of the transportation patterns and choices of local residents. We provide detailed evidence on the proportion of residents who work from home and on the various transportation choices of those who head to the office. This information is also provided for those who work in Indian Wells, but do not necessarily live in Indian Wells.
- **Migration:** Population changes comes primarily through organic causes: births and deaths. Migration between regions also plays a significant role in population growth. A final section of the report provides evidence on migration into and out of the City.

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Demographics

Definition:

Data on the demographics of a city indicate the nature of the population, with a focus on age, gender, race and ethnicity, as well as household composition.

Why is it important?

The characteristics and growth of Indian Wells's population are fundamental indicators of the city's growth potential.

A Demographic Snapshot

Statistic	2022	2019
POPULATION		
Population Estimate (#, 5yr)	4,832.0	5,370.0
Veterans (#, 5yr)	541.0	777.0
Foreign born persons (% , 5yr)	8.1	10.8
Population age 25+ (#, 5yr)	4,499.0	4,932.0
AGE AND SEX		
Persons under 5 years (% , 5yr)	1.7	0.9
Persons under 18 years (% , 5yr)	5.9	4.9
Persons 65 years and over (% , 5yr)	57.3	58.6
Female persons (% , 5yr)	51.5	52.4
INCOME AND POVERTY		
Median household income (\$, 5yr)	132,479.0	107,500.0
Per capita income in past 12 months (\$, 5yr)	127,143.0	107,078.0
Persons in poverty (% , 5yr)	4.7	6.7
Children age less than 18 in poverty (#, 5yr)	0.0	0.0
Children age less than 18 in poverty (% , 5yr)	0.0	0.0
RACE AND ETHNICITY		
White alone (% , 5yr)	89.1	91.8
African American alone (% , 5yr)	3.5	0.9
American Indian or Alaska Native alone (% , 5yr)	0.0	0.0
Asian alone (% , 5yr)	2.9	3.8
Native Hawaiian and Other Pacific Islander alone (% , 5yr)	0.3	0.3
Two or More Races (% , 5yr)	3.8	1.4
Hispanic or Latino (% , 5yr)	3.1	5.4
White alone, not Hispanic or Latino (% , 5yr)	87.7	88.1
HOUSING		
Housing units (#, 5yr)	5,396.0	5,782.0
Owner-occupied housing units (% , 5yr)	77.9	83.7
Median value of owner-occupied housing units (\$, 5yr)	941,200.0	722,500.0
Median selected monthly owner costs-with a mortgage (\$, 5yr)	3,900.0	3,148.0
Median selected monthly owner costs-without a mortgage (\$, 5yr)	1,501.0	1,413.0
Median gross rent (\$, 5yr)	873.0	788.0
FAMILIES AND LIVING ARRANGEMENTS		
Households (#, 5yr)	2,581.0	2,778.0
Persons per household (#, 5yr)	1.9	1.9
Living in same house 1 year ago, % of persons age 1+ (5yr)	81.7	84.3
EDUCATION		
High school graduate or higher, % of persons age 25+ (5yr)	97.8	97.0
Bachelor's degree or higher, % of persons age 25+ (5yr)	57.1	55.5
HEALTH		
With a disability, under age 65 years (#, 5yr)	39.0	79.0
Persons without health insurance, under age 65 years (% , 5yr)	4.4	1.5
LABOR FORCE		
In civilian labor force, persons age 16+ (% , 5yr)	38.3	36.6
In civilian labor force, women age 16+ (% , 5yr)	30.9	29.1
Employed, persons age 16+ (% , 5yr)	33.5	33.4
Self employed (% , 5yr)	27.5	40.4
TRANSPORTATION		
Mean travel time to work, workers age 16+ (Mins., 5yr)	19.3	22.2
Drive alone in private vehicle (% , 5yr)	60.2	77.9
Using public transportation (% , 5yr)	0.0	8.0
Worked from home (% , 5yr)	29.3	15.3

Source: American Community Survey, Summary Files

Note: Data are from the 1-year files unless indicated by the notation 5yr.

Current Population

The data in these two tables and the following two graphs are from the CA Department of Finance (DOF). The DOF produces population estimates for geographies around California twice a year: January and July. As estimates for cities are only available in January, these two tables are based on the January data. The remaining figures are from the American Community Survey (ACS), provided annually by the U.S. Bureau of the Census.

Table 1. Population Change by Region
(Thousands, January to January)

Region	2023 Population	% Change		
		1 Year	3 Year	5 Year
City				
Indian Wells	4,774	-0.23	-11.12	-11.41
County and Broader Regions				
Riverside County	2,439,234	0.34	-0.06	1.11
Southern California	21,794,548	-0.41	-2.24	-2.84
California	38,940,231	-0.35	-1.79	-2.01

Source: CA DOF; Calculations by National Economic Education Delegation

Table 2. County Population Change by City
(Thousands, January to January)

City	2022	2023	% Change		
			Local	Southern California	California
Riverside County	2,431.0	2,439.2	0.34	-0.41	-0.35
Riverside	314.8	313.7	-0.36		
Moreno Valley	208.3	208.3	-0.01		
Corona	157.1	157.0	-0.09		
Menifee	107.4	110.0	2.44		
Murrieta	110.6	110.0	-0.54		
Temecula	109.5	108.9	-0.52		
Jurupa Valley	105.2	105.0	-0.16		
Indio	89.8	90.8	1.17		
Hemet	89.2	89.9	0.84		
Perris	78.5	78.9	0.60		
Lake Elsinore	72.0	72.0	-0.02		
Eastvale	70.0	69.5	-0.66		
Beaumont	54.3	56.6	4.12		
San Jacinto	54.3	54.1	-0.37		
Cathedral City	51.6	51.4	-0.36		
Palm Desert	50.6	50.6	-0.02		
Palm Springs	44.2	44.1	-0.17		
Coachella	41.9	42.5	1.26		
La Quinta	37.6	38.0	1.11		
Wildomar	36.4	36.3	-0.28		
Desert Hot Springs	32.4	32.6	0.68		
Banning	30.9	31.2	1.28		
Norco	25.0	25.0	0.01		
Blythe	17.4	17.3	-0.87		
Rancho Mirage	16.9	17.0	0.94		
Calimesa	10.9	11.0	0.11		
Canyon Lake	11.0	10.9	-0.49		
Indian Wells	4.8	4.8	-0.23		

Source: CA DOF; Calculations by National Economic Education Delegation

Figure 1: Population Growth (1)

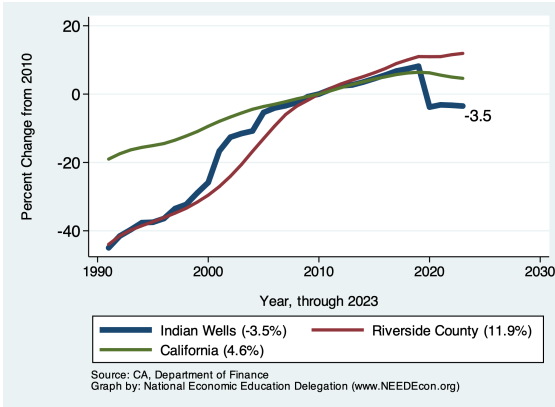


Figure 2: Population Growth (2)

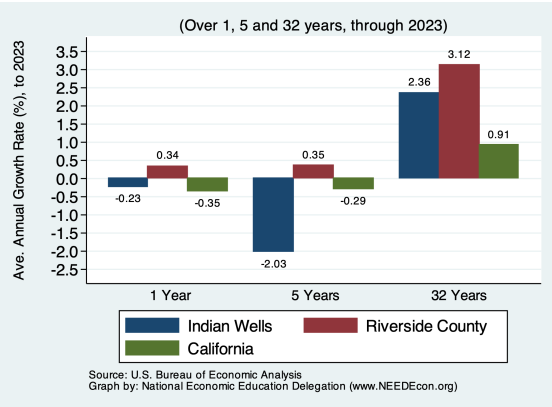


Figure 3: Population by Age - Detailed Age Categories

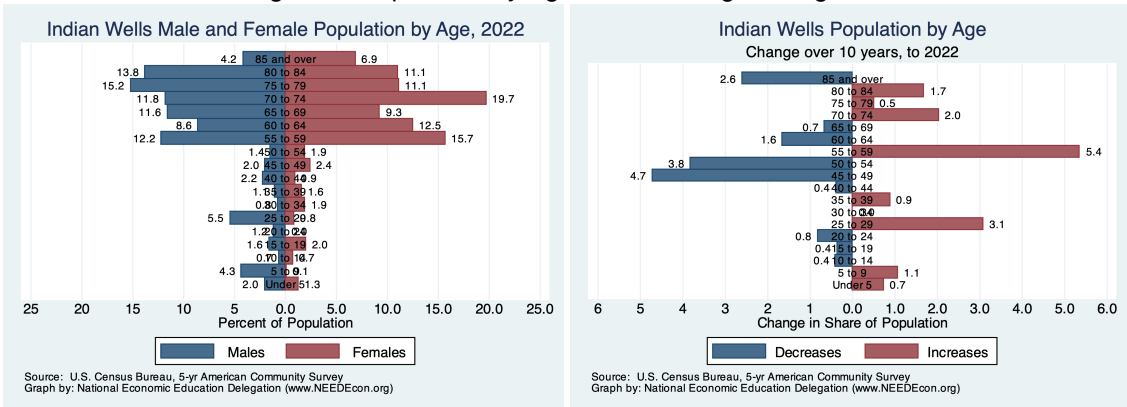


Figure 4: Population by Age - Broad Age Categories

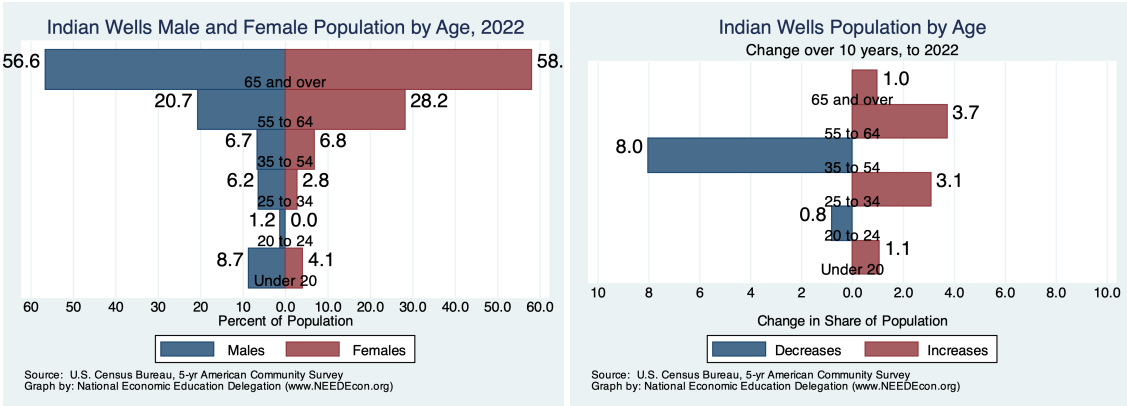


Figure 5: Population by Educational Attainment

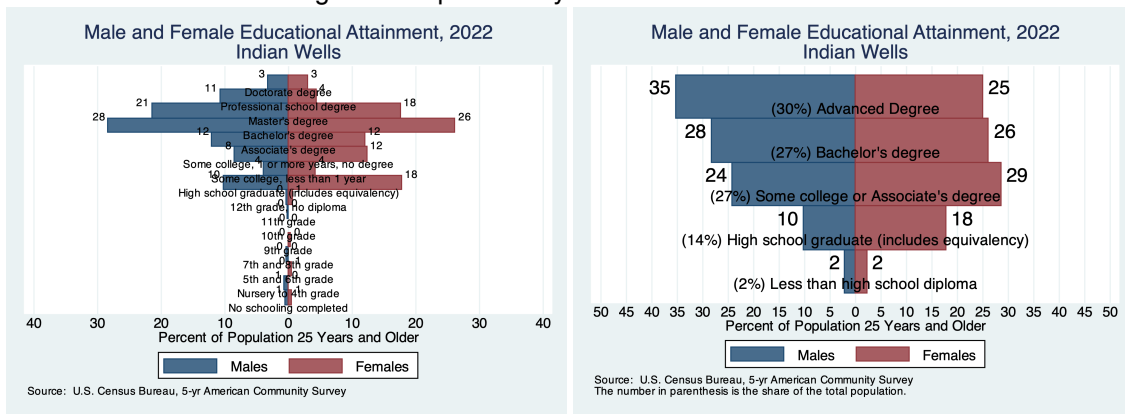


Figure 6: Population by Race/Ethnicity

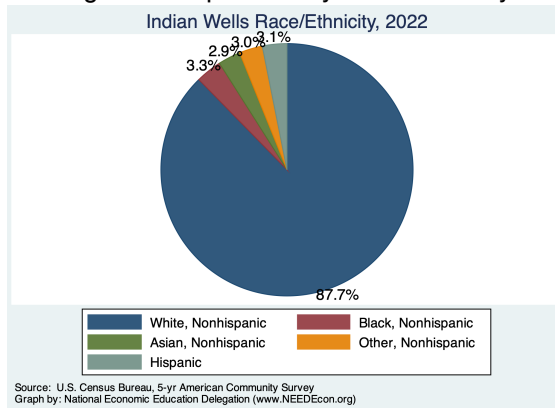
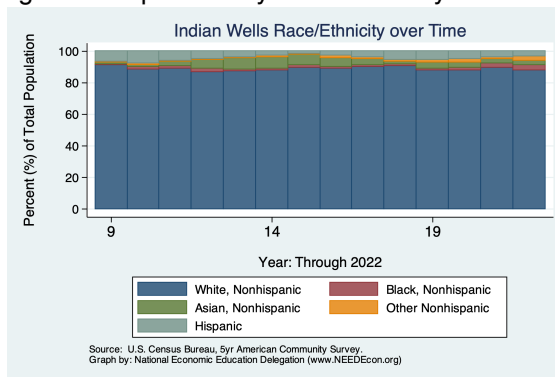


Figure 7: Population by Race/Ethnicity Over Time



Employment Report

Citywide Employment and Unemployment

Definition:

Each month, California's Employment Development Division (EDD) publishes an update on employment in California and in MSAs, counties, and cities all across the state. The report focuses primarily on non-farm employment, providing estimates of changes in em-

ployment by industry as well as unemployment in each region. Data for cities is limited to aggregate employment, labor force, and unemployment data. Those are reported below.

Why is it important?

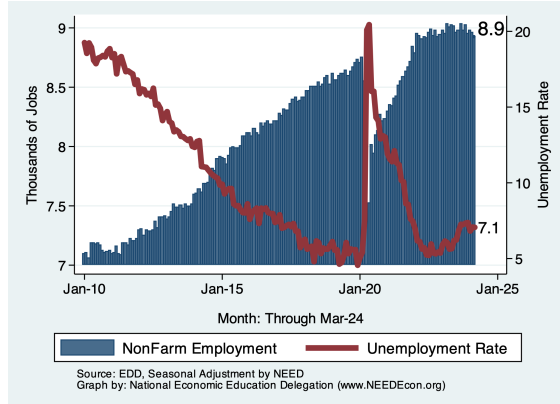
Employment growth is a fundamental indicator of the health of an economy.

Table 3. Indian Wells Summary for March, 2024

Category	Current Value	Change From:		
		Last Month	2 Months Ago	Last Year
Employment	8,924	-30	-53	-103
Labor Force	9,644	9	15	96
Number Unemployed	678	-4	21	97
Unemployment Rate	7.0	-0.0	0.2	0.9

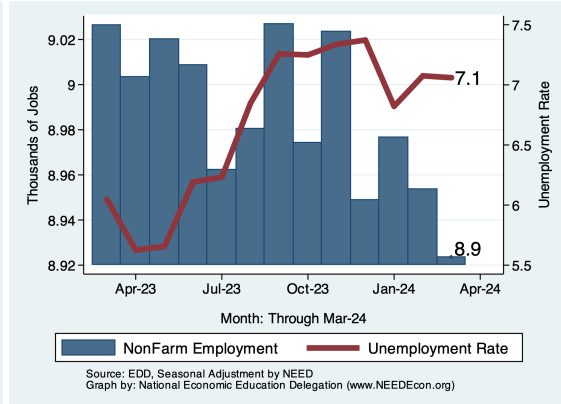
Source: EDD, National Economic Education Delegation

Figure 8: Historical Employment and Unemployment - Last 12 Months



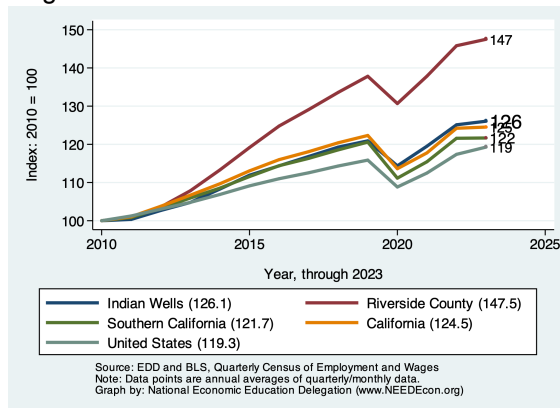
Source: EDD, Seasonal Adjustment by NEED
Graph by: National Economic Education Delegation (www.NEEDEcon.org)

Figure 9: Employment and Unemployment - Last 12 Months



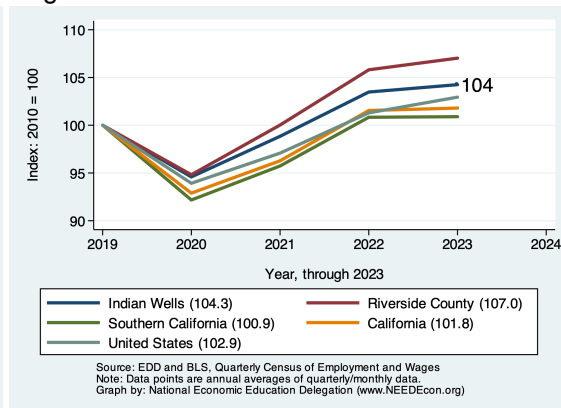
Source: EDD, Seasonal Adjustment by NEED
Graph by: National Economic Education Delegation (www.NEEDEcon.org)

Figure 10: Relative Employment Growth Across Regions - since 2010



Source: EDD and BLS, Quarterly Census of Employment and Wages
Note: Data points are annual averages of quarterly/monthly data.
Graph by: National Economic Education Delegation (www.NEEDEcon.org)

Figure 11: Relative Employment Growth Across Regions - since 2019



Source: EDD and BLS, Quarterly Census of Employment and Wages
Note: Data points are annual averages of quarterly/monthly data.
Graph by: National Economic Education Delegation (www.NEEDEcon.org)

MSA Employment by Industry

California's Employment Development Division (EDD) does not regularly produce data on employment by industry for cities. However, we are able to report industry-level employment data for the Riverside-San Bernardino-Ontario MSA. The following table provides the latest data for the MSA.

Table 4. Employment Growth by Industry in the Riverside-San Bernardino-Ontario MSA for March, 2024

Industry	Employment	Share	Empl Growth	% Growth - Annualized Rate					
				Month	Qtr	6mo	1yr	3yr	5yr
Total Nonfarm	1,694,223	100.0	5,971.1	4.3	0.5	0.8	1.6	3.3	2.1
Total Private	1,425,885	84.2	3,363.1	2.9	0.2	0.6	1.0	3.1	2.4
Goods Producing	216,611	12.8	948.2	5.4	-5.6	-0.1	1.2	1.6	0.9
Mining, Logging and Construction	120,753	7.1	1,778.6	19.5	-2.3	3.7	5.6	2.8	2.7
Mining and Logging	1,600	0.1	0.0	0.0	0.0	0.0	14.3	7.7	6.7
Construction	118,854	7.0	1,464.0	16.0	-3.4	3.5	5.7	2.9	2.6
Manufacturing	96,076	5.7	-620.1	-7.4	-9.0	-4.3	-3.8	0.2	-1.0
Durable Goods	58,679	3.5	-417.3	-8.2	-7.6	-4.2	-3.8	-0.8	-2.2
Non-Durable Goods	37,446	2.2	-154.4	-4.8	-9.8	-3.9	-3.9	1.9	1.4
Service Providing	1,477,534	87.2	5,264.7	4.4	1.4	1.0	1.6	3.6	2.3
Trade, Trans & Utilities	452,210	26.7	1,888.6	5.2	2.5	-1.1	-1.3	0.9	3.3
Wholesale Trade	67,659	4.0	-155.0	-2.7	-3.2	-2.3	-2.0	0.5	0.1
Retail Trade	180,685	10.7	416.7	2.8	-3.1	-2.4	-1.4	0.9	-0.1
Trans & Warehousing	197,024	11.6	662.2	4.1	3.8	-0.7	-1.0	1.1	9.6
Utilities	5,718	0.3	-49.7	-9.9	6.1	3.0	3.6	4.7	4.3
Information	13,125	0.8	-47.7	-4.3	-3.7	-2.7	-1.5	2.5	-1.3
Financial Activities	44,464	2.6	-86.6	-2.3	-2.2	-1.3	-1.4	-0.2	-0.1
Finance & Insurance	21,985	1.3	-20.5	-1.1	-2.2	-2.7	-1.8	-3.5	-2.2
Real Estate & Rental & Leasing	22,538	1.3	-36.2	-1.9	-0.4	0.6	-0.9	3.9	2.5
Professional & Business Svcs	166,274	9.8	1,764.0	13.7	0.5	3.2	-0.5	0.7	1.9
Prof, Sci, & Tech	46,211	2.7	201.6	5.4	1.8	0.5	-0.1	3.5	2.5
Admin & Support Svcs	106,331	6.3	1,990.8	25.5	-1.6	5.0	-1.0	-0.6	1.6
Employment Svcs	49,934	2.9	1,065.4	29.5	4.6	7.0	-3.0	-2.4	3.3
Educational & Health Svcs	301,992	17.8	2,216.0	9.2	7.6	6.3	8.0	6.5	4.4
Education Svcs	22,176	1.3	163.7	9.3	1.9	3.7	5.7	9.9	2.6
Health Care & Social Assistance	279,860	16.5	1,961.8	8.8	8.4	6.5	8.2	6.3	4.6
Leisure & Hospitality	182,103	10.7	-703.3	-4.5	-4.5	-4.9	-2.6	8.2	0.7
Arts, Entertainment & Recreation	20,665	1.2	64.7	3.8	-1.9	-10.2	-3.2	14.6	-0.0
Accommodation & Food Svcs	161,299	9.5	-746.8	-5.4	-5.1	-4.5	-2.4	7.5	0.8
Other Svcs	49,608	2.9	174.0	4.3	-3.6	0.2	1.4	6.3	1.5
Government	270,223	15.9	911.3	4.1	4.5	5.1	4.9	4.7	0.7
Federal	21,813	1.3	94.6	5.4	4.0	3.9	3.8	1.0	0.8
State	28,999	1.7	-1.0	-0.0	2.5	1.2	1.9	-2.1	-1.2
Local	219,293	12.9	791.9	4.4	4.8	5.6	5.4	6.2	1.0
County	31,724	1.9	-72.5	-2.7	3.4	1.8	0.3	-3.0	-1.6
City	17,509	1.0	52.9	3.7	6.7	8.4	8.1	8.4	2.9
Local Government Education	134,406	7.9	641.5	5.9	5.6	6.9	7.0	8.4	1.2

Source: EDD, National Economic Education Delegation (NEED)

Some Employee Detail

Employed in Indian Wells

Figure 12: Employment by Occupation

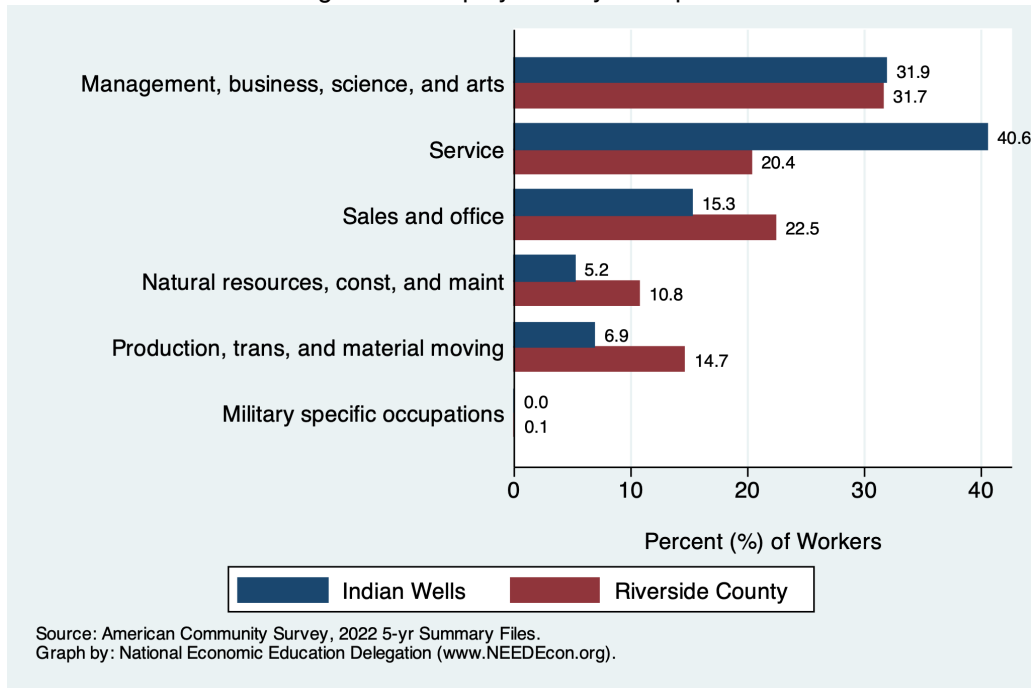


Figure 13: Employment by Industry

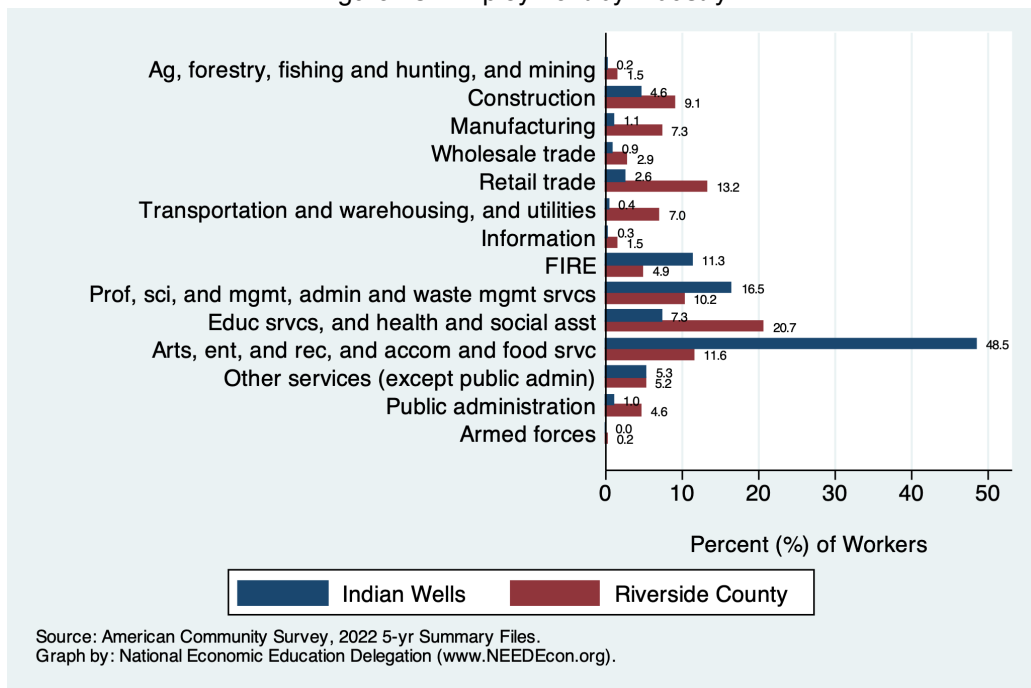
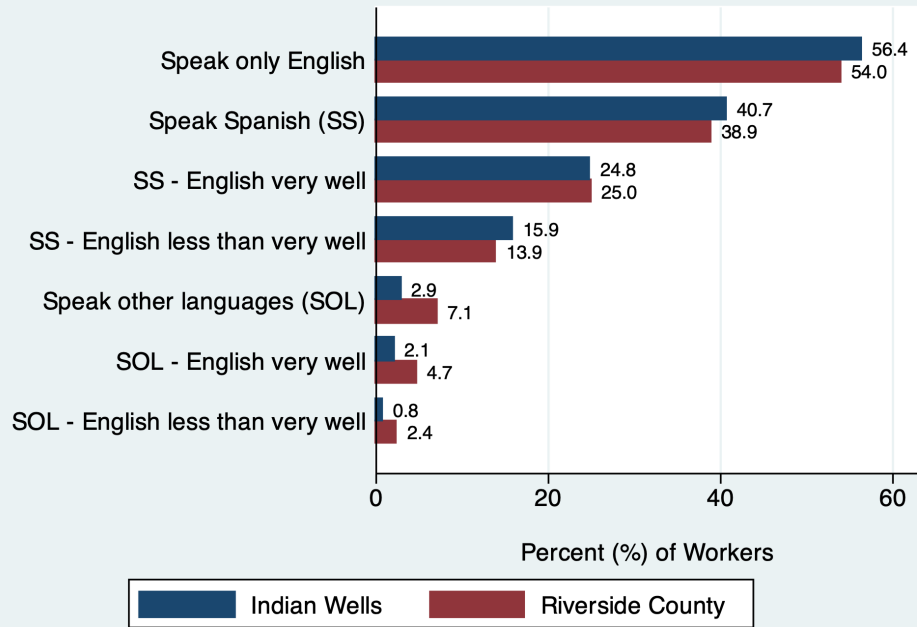
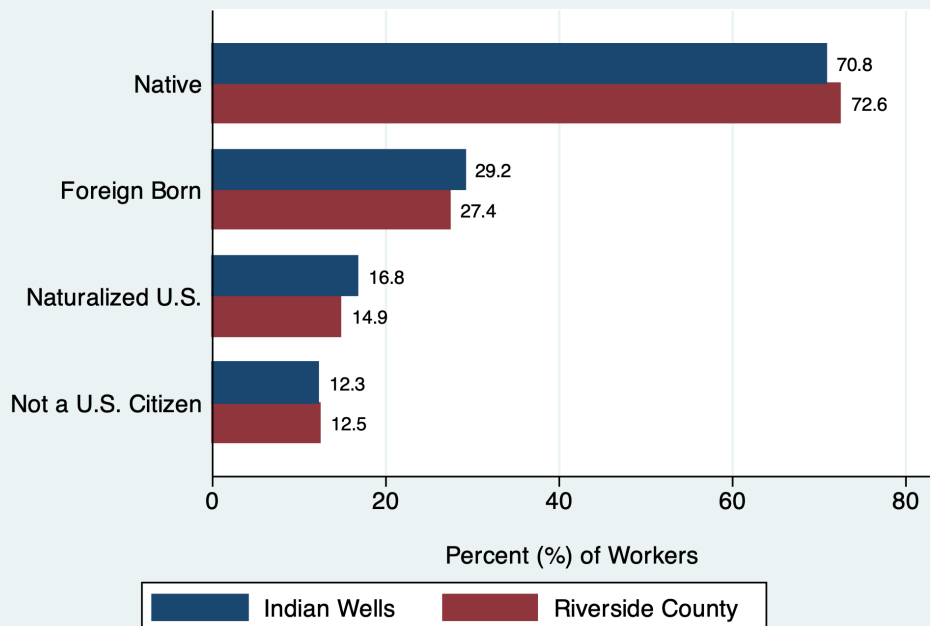


Figure 14: Language Spoken at Home



Source: American Community Survey, 2022 5-yr Summary Files.
 Graph by: National Economic Education Delegation (www.NEEDecon.org).

Figure 15: Citizenship



Source: American Community Survey, 2022 5-yr Summary Files.
 Graph by: National Economic Education Delegation (www.NEEDecon.org).

Employed Residents of Indian Wells

Figure 16: Employment by Occupation

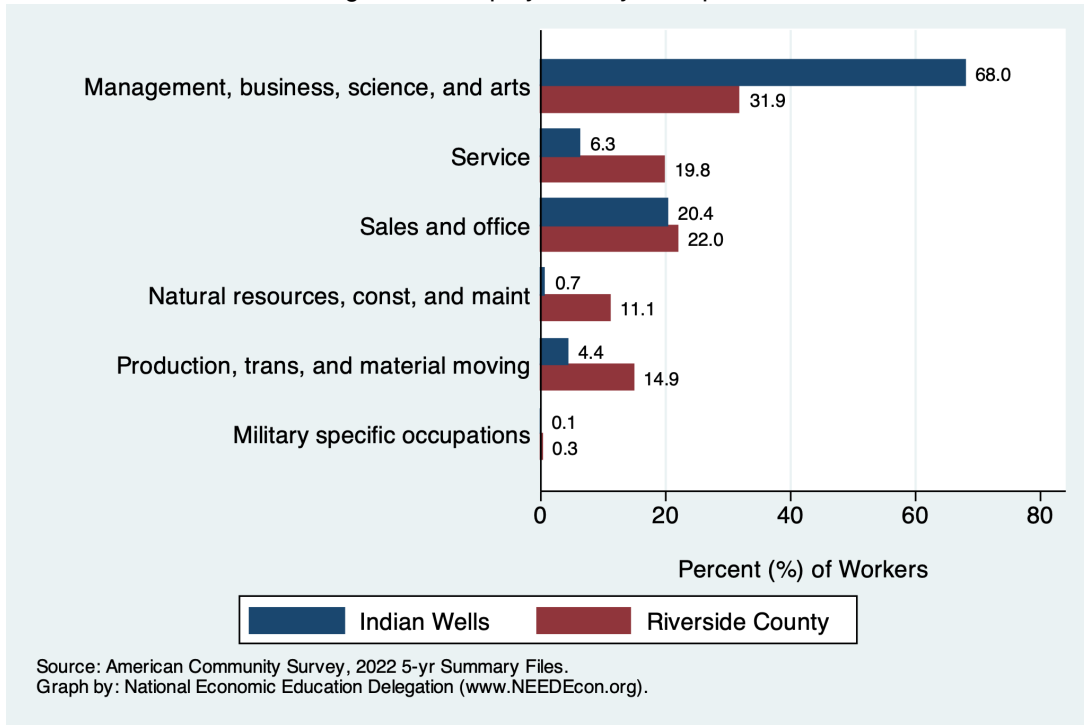


Figure 17: Employment by Industry

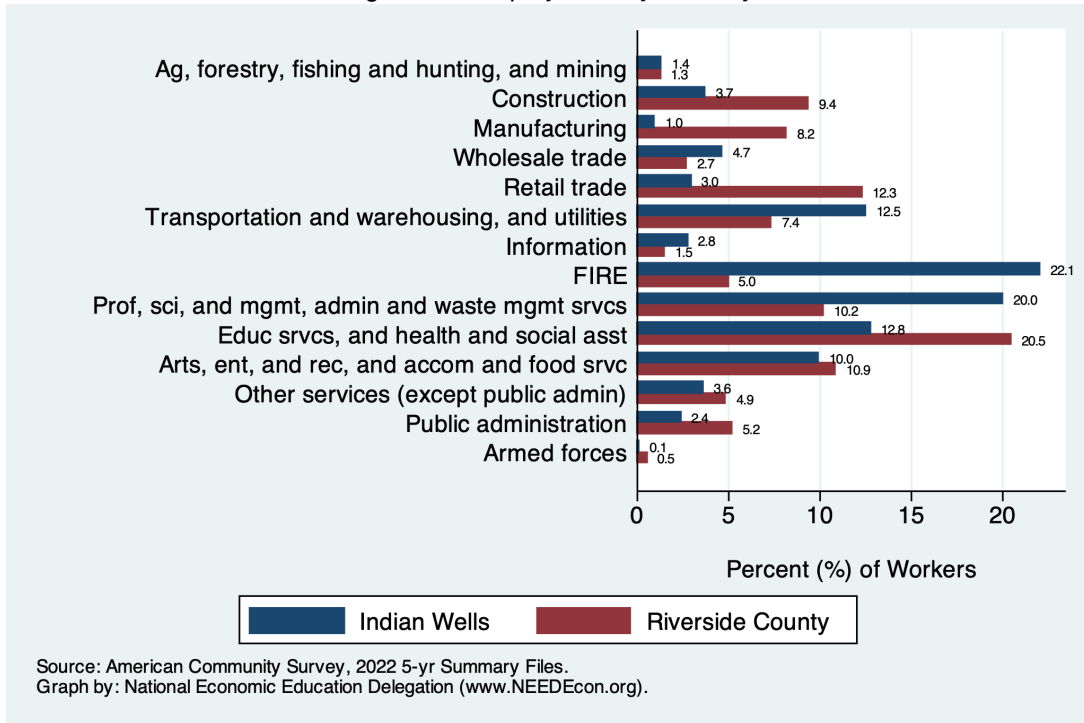
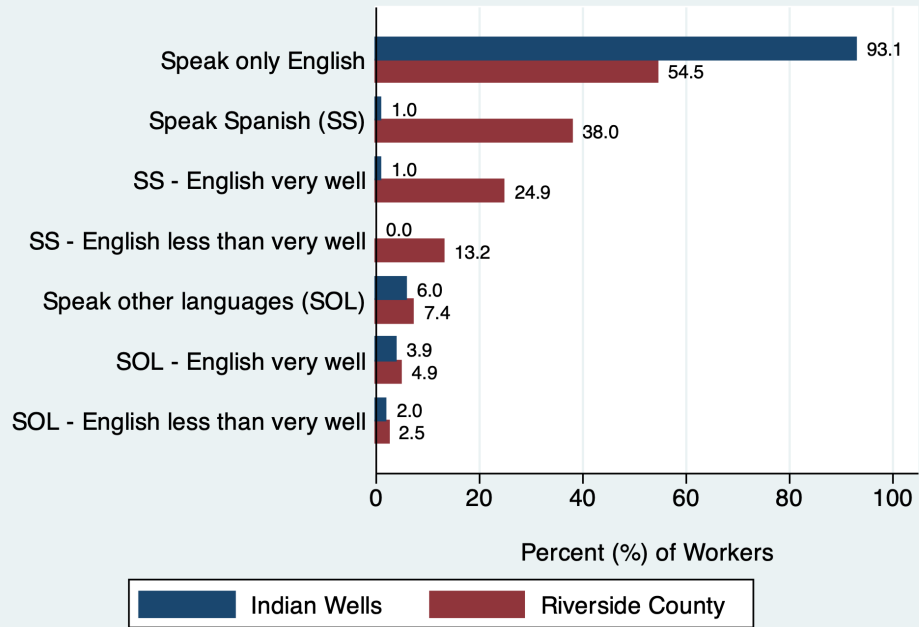
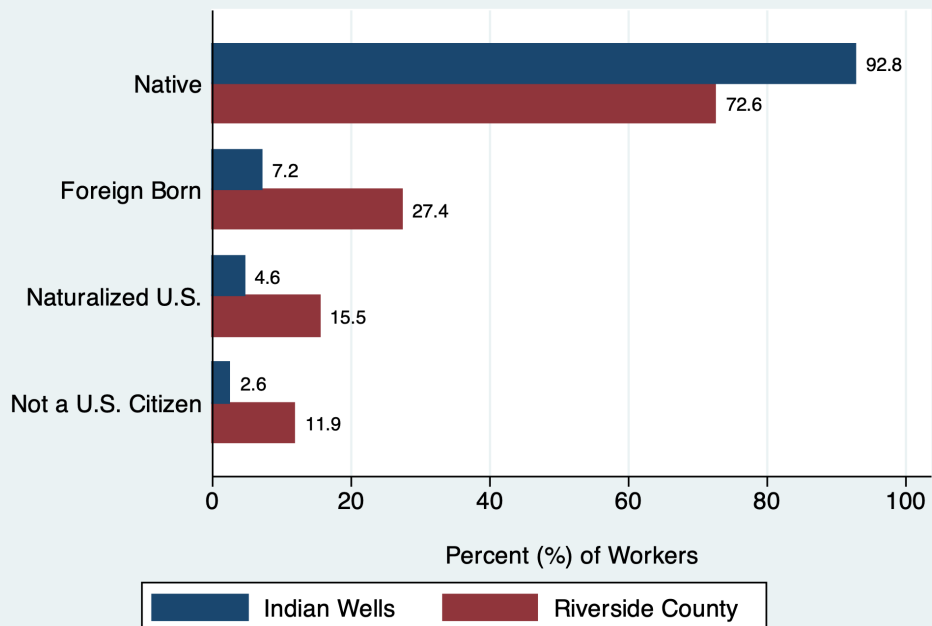


Figure 18: Language Spoken at Home



Source: American Community Survey, 2022 5-yr Summary Files.
 Graph by: National Economic Education Delegation (www.NEEDecon.org).

Figure 19: Citizenship



Source: American Community Survey, 2022 5-yr Summary Files.
 Graph by: National Economic Education Delegation (www.NEEDecon.org).

Employed Residents vs Workers in Indian Wells

Figure 20: Employment by Occupation

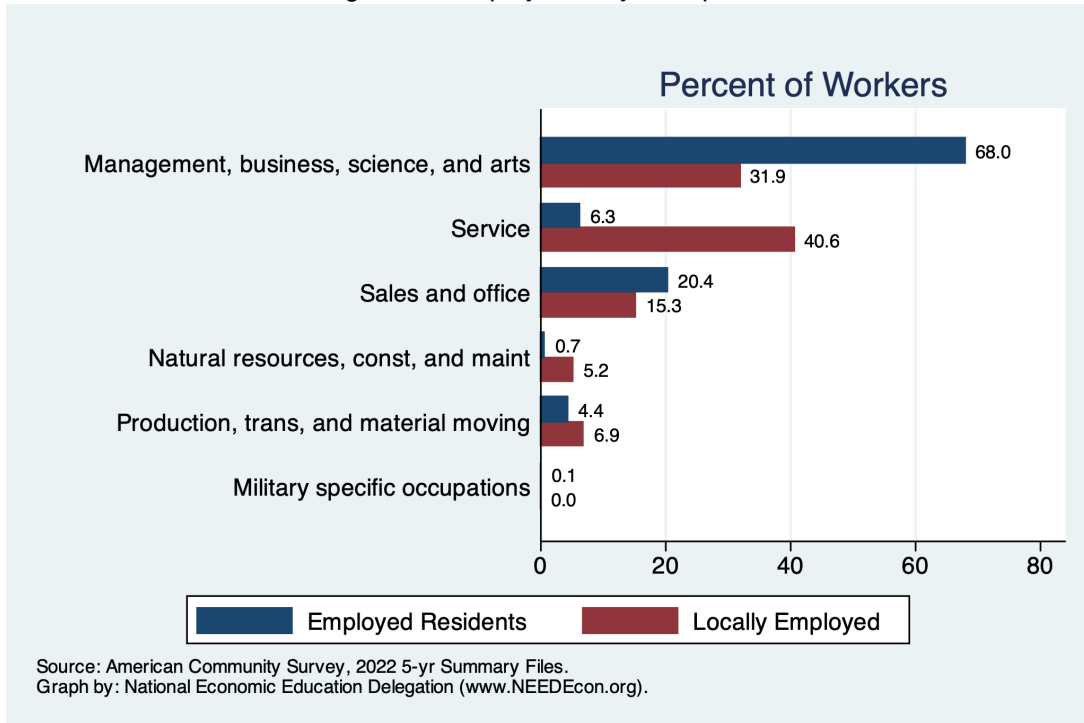


Figure 21: Employment by Industry

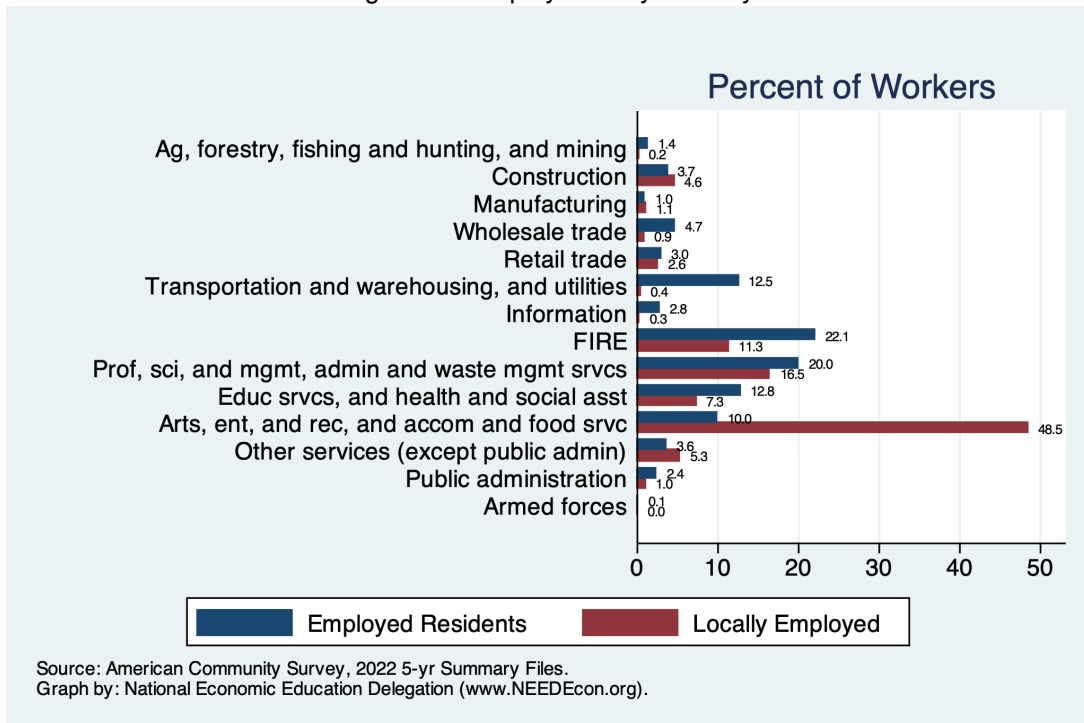


Figure 22: Language Spoken at Home

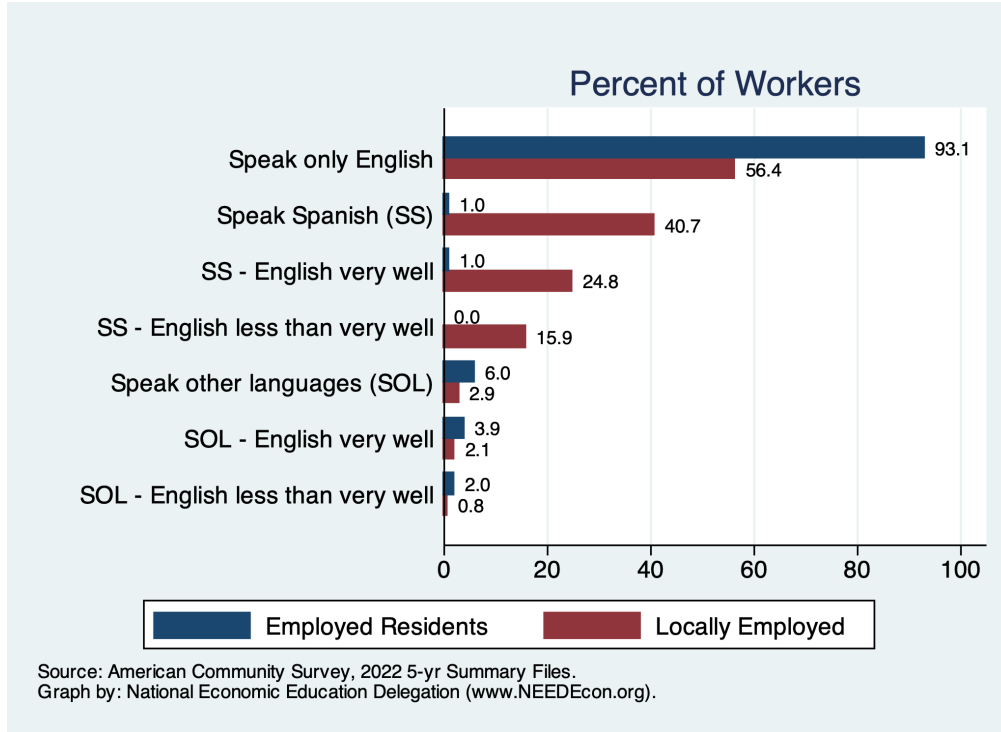
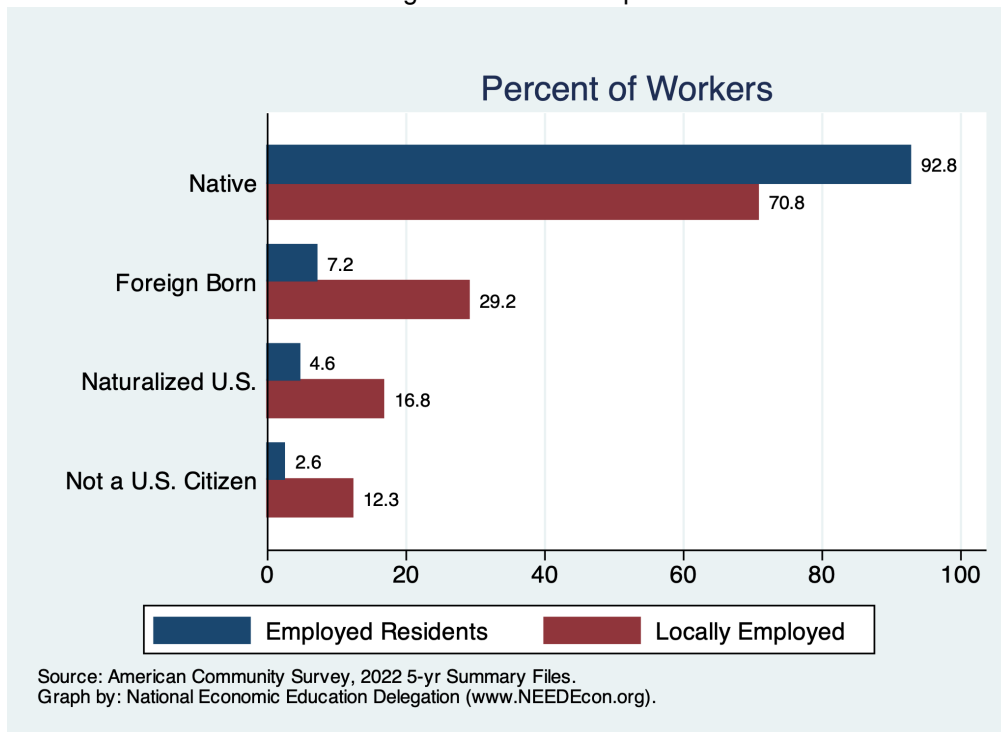


Figure 23: Citizenship



Income and Earnings

Per Capita Income Growth

Definition:

Per capita income is the average income per person in Indian Wells. Personal income is the income received by, or on behalf of, all persons from all sources: from participation as laborers in production, from owning a home or unincorporated business, from the ownership of financial assets, and from government and business

in the form of transfer receipts. Noncash government benefits are not included.

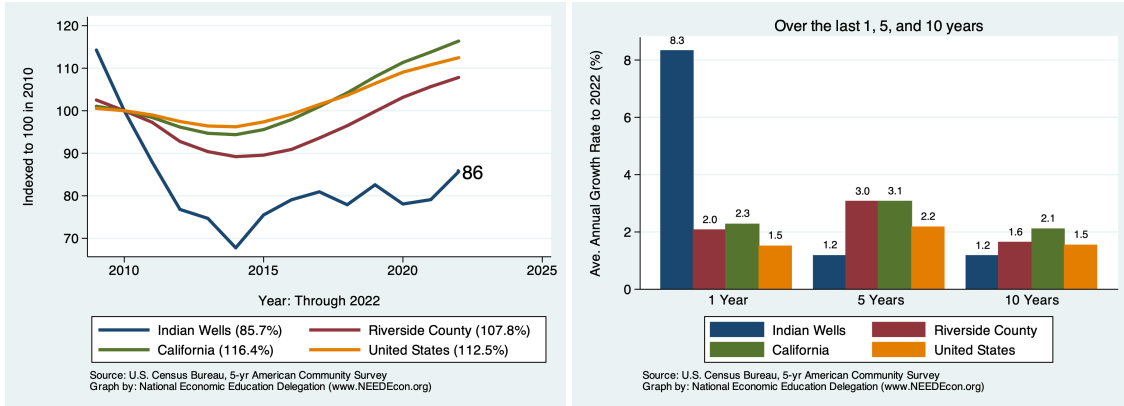
Why is it important?

Income is the money that is available to persons for consumption expenditures, taxes, interest payments, transfer payments to governments and the rest of the world, or for saving. As such, it is an important indicator of economic well-being in a community.

Figure 24: Real Per Capita Income Ranking Among California Cities



Figure 25: Regional Comparison of Growth over Time



Real Per Capita Income Ranking Among California Cities - w/Comparable Populations

Figure 26: Income Levels

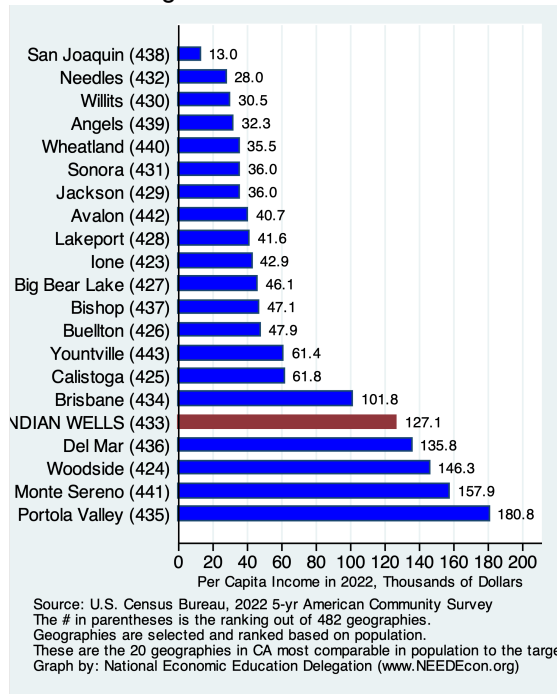
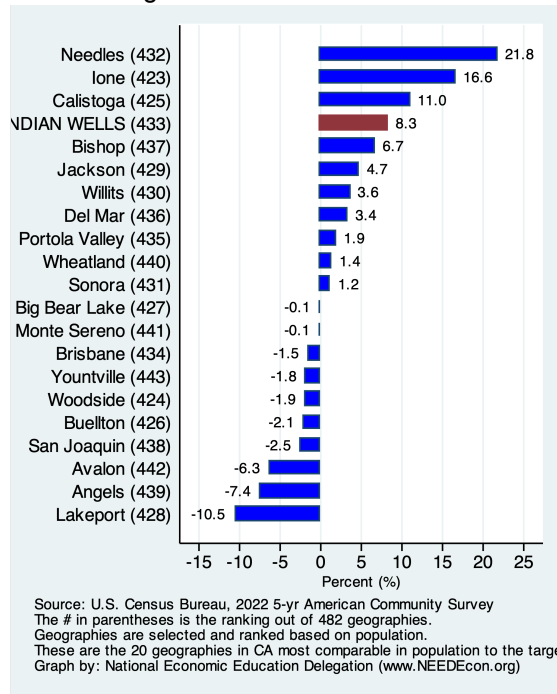


Figure 27: Growth over Time



Real Per Capita Income Ranking Among Cities in Riverside County

Figure 28: Income Levels

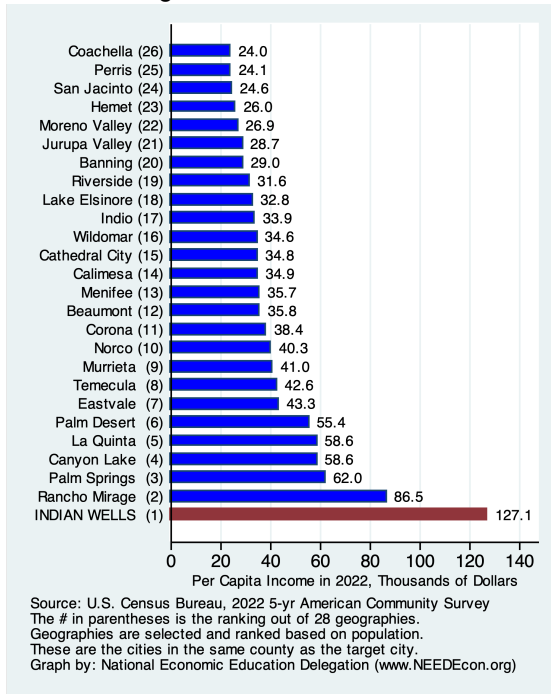


Figure 29: Growth over Time

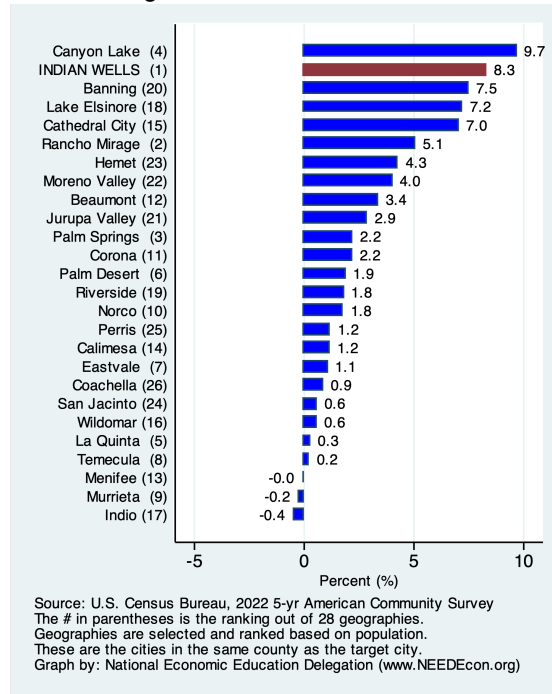


Figure 30: Comparison with All Cities Nationwide



Poverty and Inequality

Definition:

The local poverty rate provides an indication of the well-being of those at the bottom of the income distribution. The federal poverty rate measures the proportion of households in the region that are classified as living in poverty. Also included are measures of the extent to which the City's children are impoverished. Measures of the income distribution provide

further evidence on disparities in income in the region and how those disparities have changed over time.

Why is it important?

It is important to track measures of poverty and inequality to assess the extent of income disparities in the region, with an eye toward understanding how well the local economy is performing for all of its citizens.

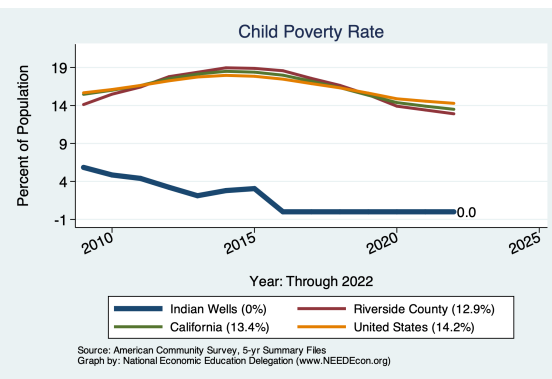
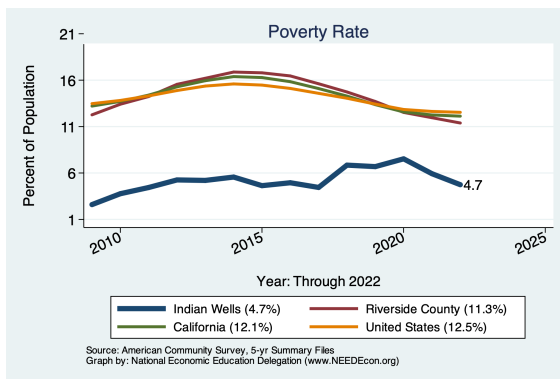


Figure 31: Inequality

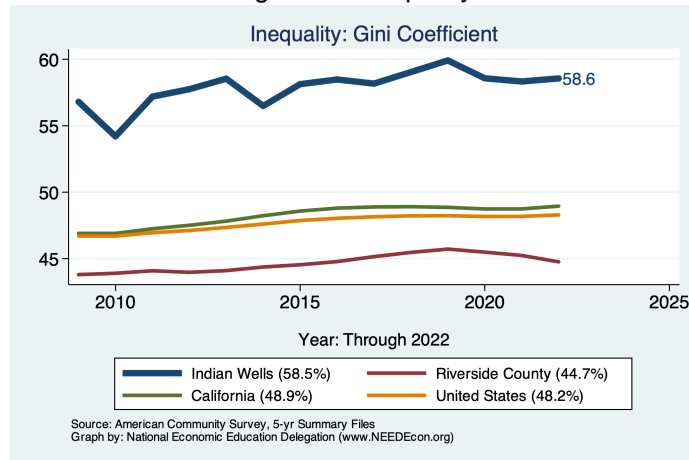


Figure 32: Shares Across the Income Distribution

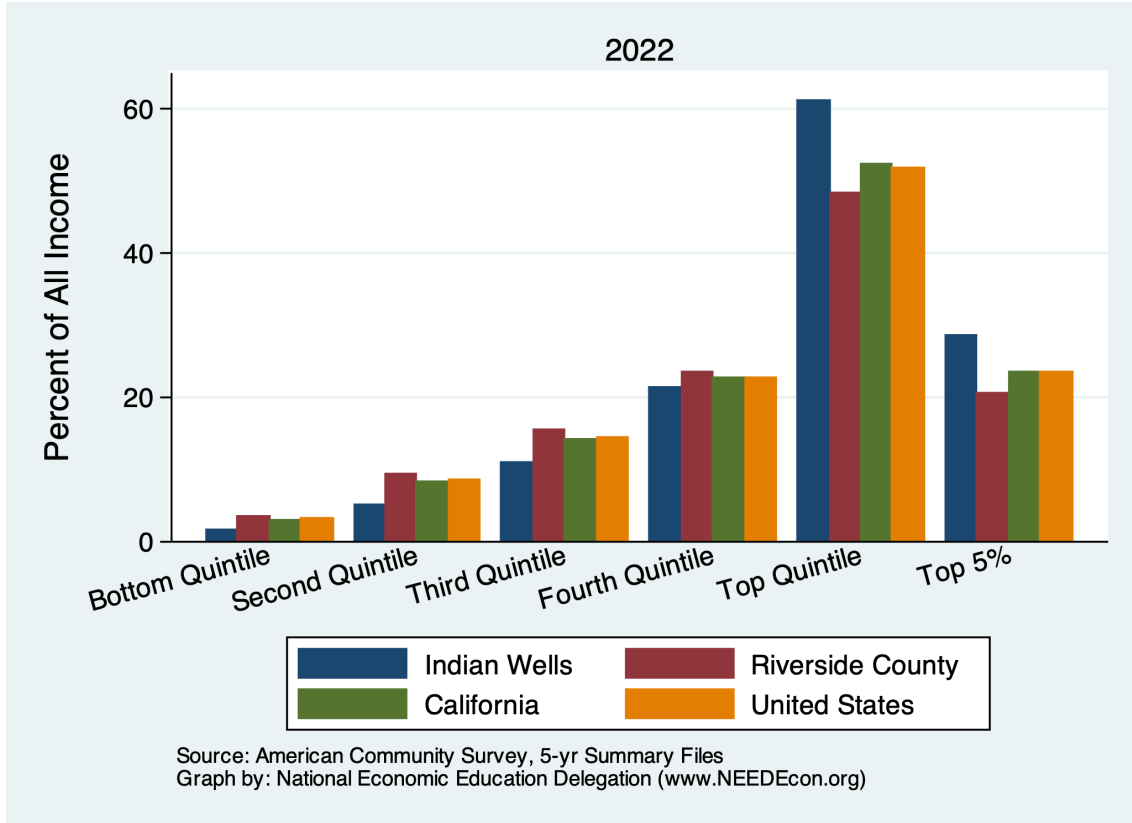
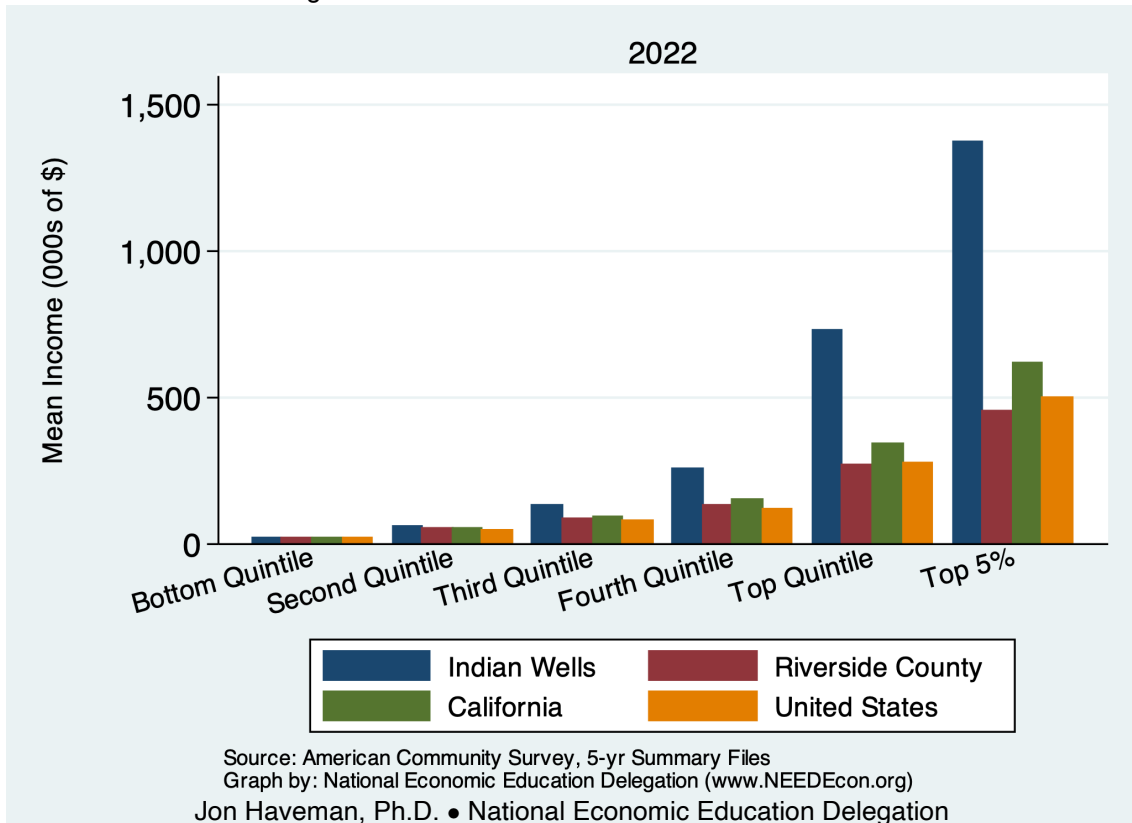


Figure 33: Means Across the Income Distribution



Housing

Housing Costs and Affordability

Definition:

Housing costs are measured in several different ways. First, we provide evidence on the evolution of median home prices, median rental price, and finally through evidence on the housing burden in the city and comparison regions. Housing burden is defined as a household needing to commit more than 30% of their household income toward housing costs. The median value is the amount in the middle. Fifty

percent of units are above the median and 50 percent are below.

Why is it important?

Housing is one of three fundamental necessities, along with food and clothing. A measure of the cost of housing is an integral part of the measurement of the cost of living in a specific community. This is particularly true in cities and regions throughout the Bay Area, where housing costs are high relative to income.

Cost of Housing in Indian Wells and Broader Regions

Figure 34: Median Home Prices

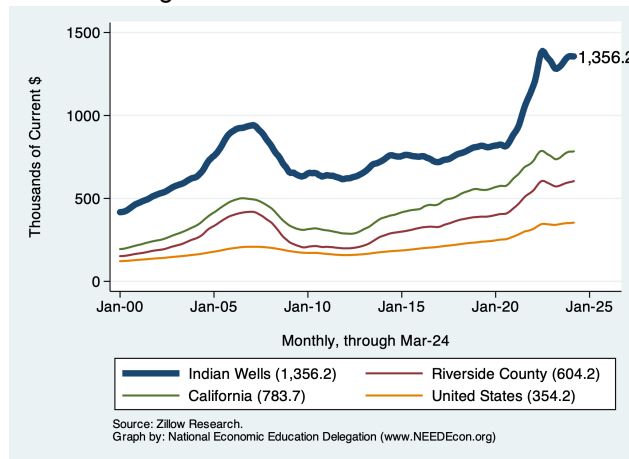


Figure 35: Median Rents

N/A

Housing Ownership in Indian Wells and Broader Regions

Figure 36: Home Ownership Rates

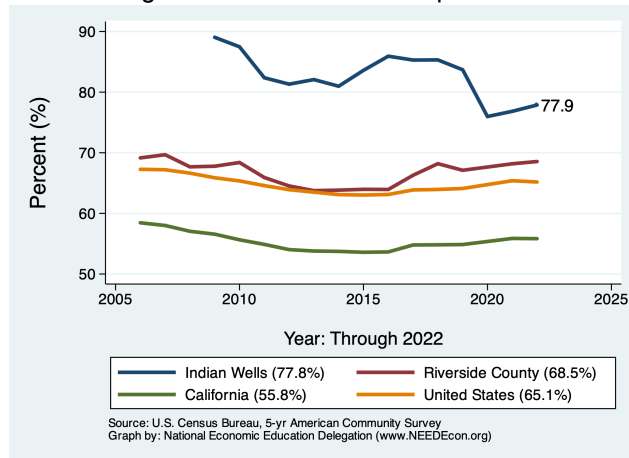


Figure 37: Home Ownership by Age

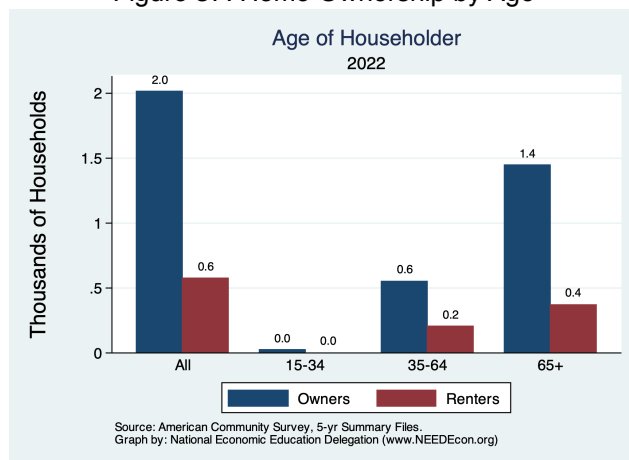


Figure 38: Income by Tenure

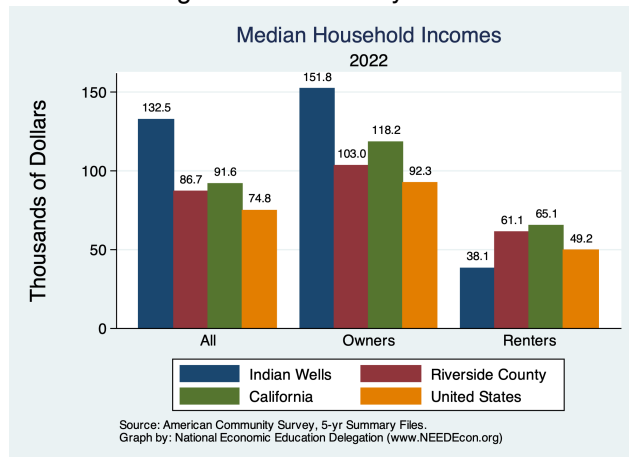


Figure 39: Income Distribution by Tenure

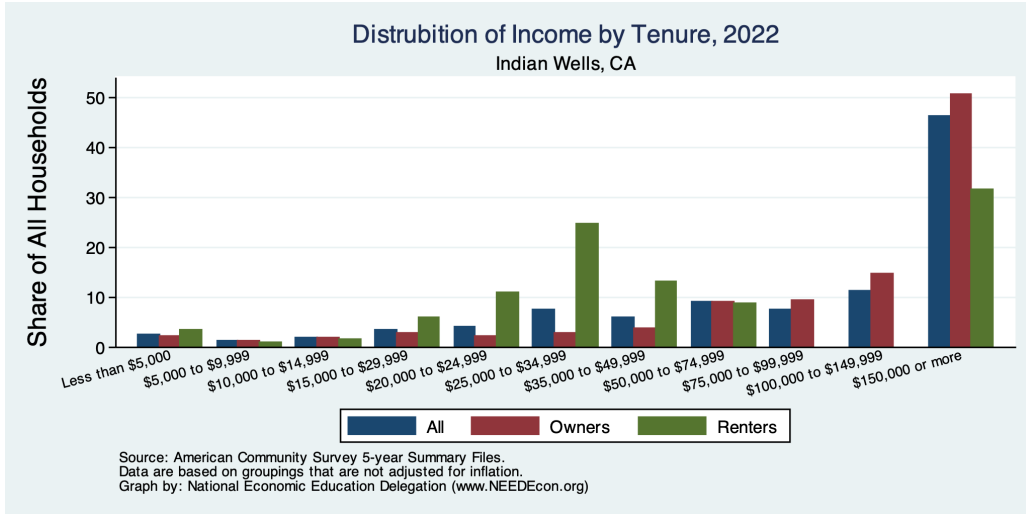


Figure 40: Income Distribution of Home Owners

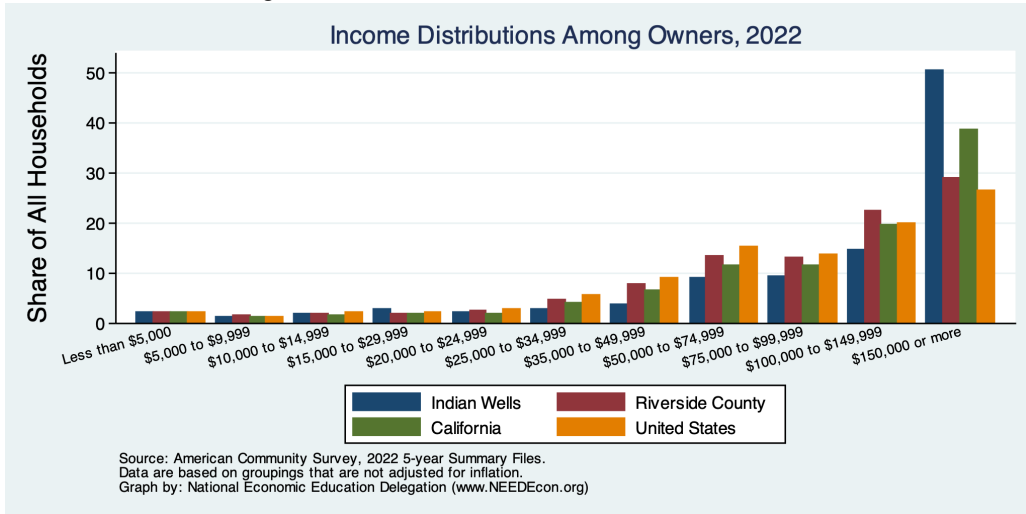
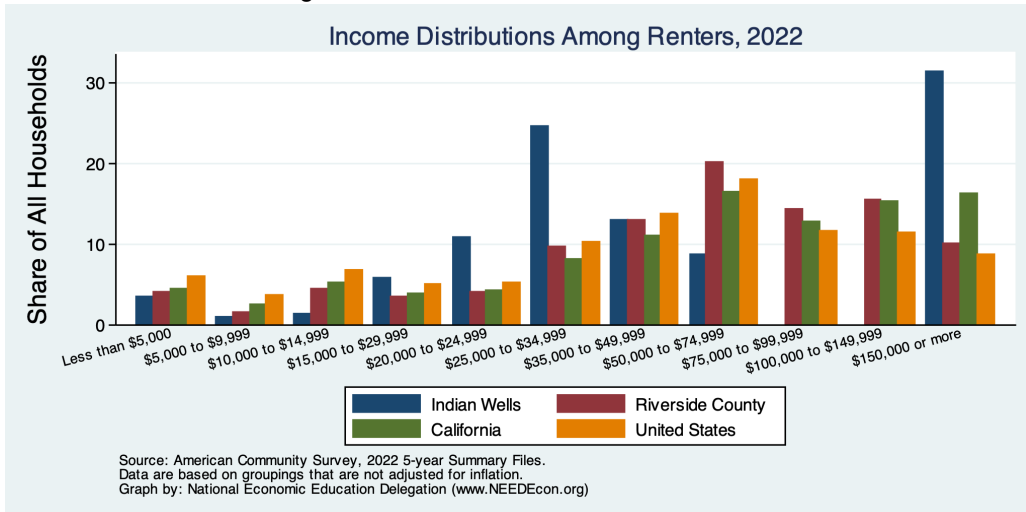


Figure 41: Income Distribution of Renters



Housing Burden in Indian Wells and Broader Regions

Figure 42: Home Owners w/ A Mortgage

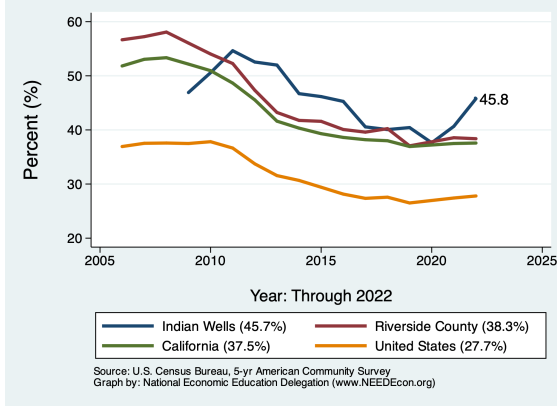


Figure 43: Home Owners w/o A Mortgage

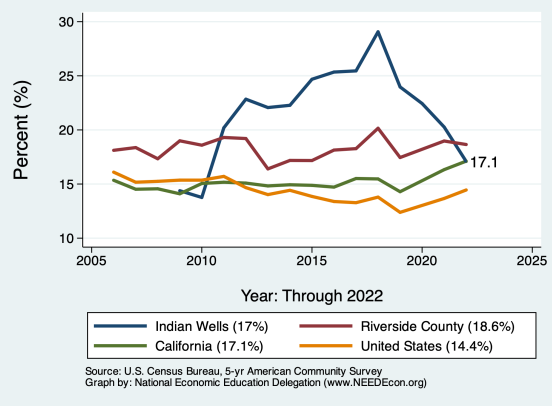


Figure 44: Renters

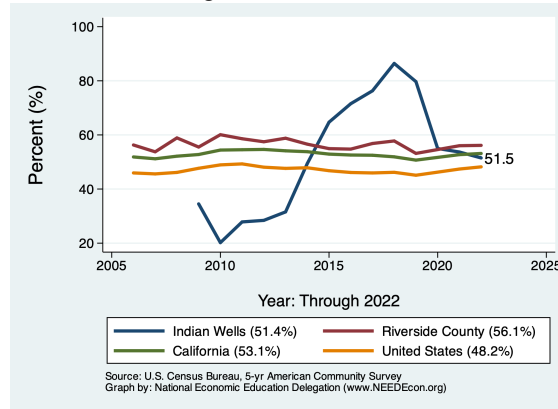
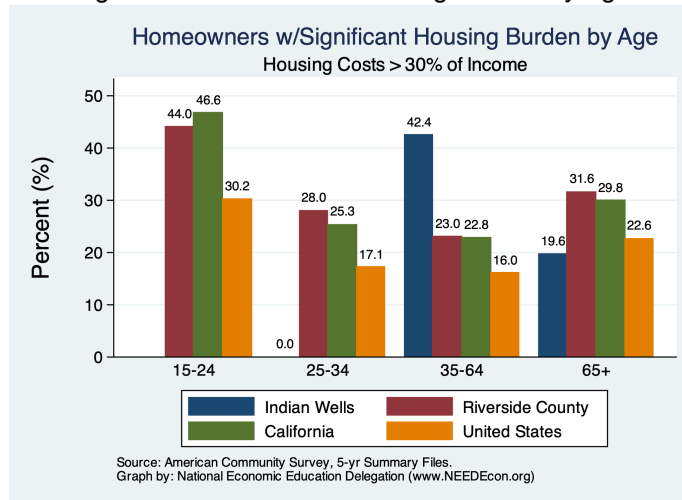


Figure 45: Homeowner Housing Burden by Age



Housing Picture

Definition:

Housing costs are measured in several different ways. First, we provide evidence on the evolution of median home prices, median rental price, and finally through evidence on the housing burden in the city and comparison regions. The median value is the amount in the middle. Fifty percent of units are above the median and 50 percent are below.

Why is it important?

In areas where the rate of population growth exceeds the rate of housing growth, this is likely to reflect a tightening housing market. A tightening housing market will also likely be reflected in lower vacancy rates and higher occupancy rates. It may also be reflected in higher numbers of people per household.

Table 5. Housing Market Indicators

Indicator	2023	2019	2010	% Change from	
				2019	2010
Total Population	4,774.0	5,379.0	4,958.0	-11.2	-3.7
Total # of Homes	5,244.0	5,365.0	5,137.0	-2.3	2.1
# Occupied Units	2,688.0	2,889.0	2,745.0	-7.0	-2.1
Persons per Household	1.8	1.9	1.8	-4.6	-1.7
Vacancy Rate (%)	48.7	46.2	46.6	5.6	4.7

Source: CA DOF; Calculations by the National Economic Education Delegation

Figure 46: Housing Growth

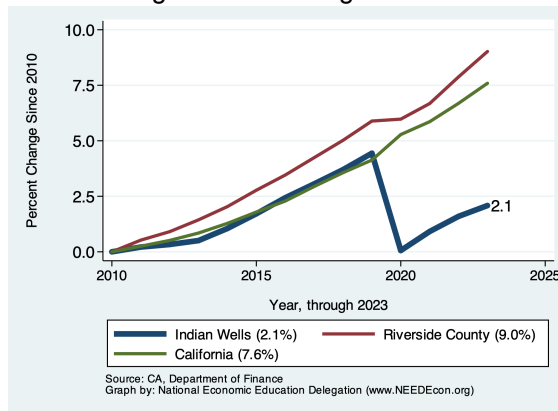


Figure 47: Persons per Household

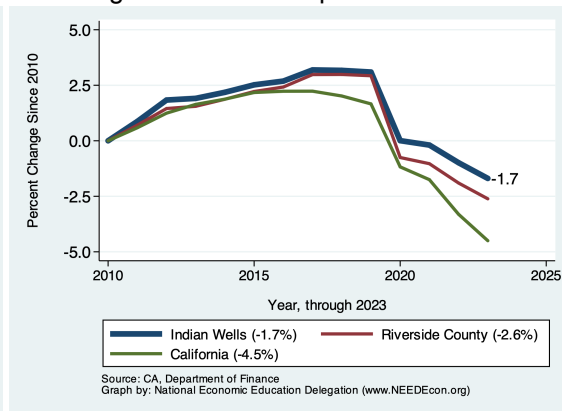


Figure 48: Vacancy Rates

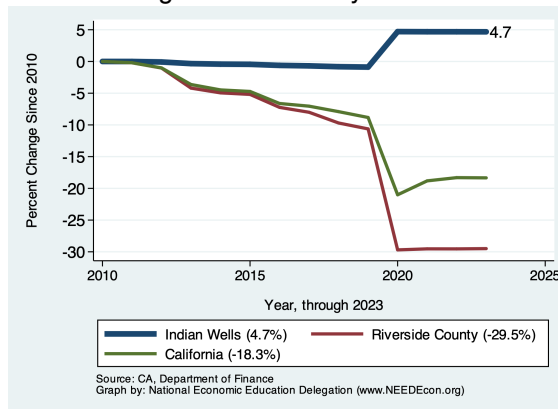
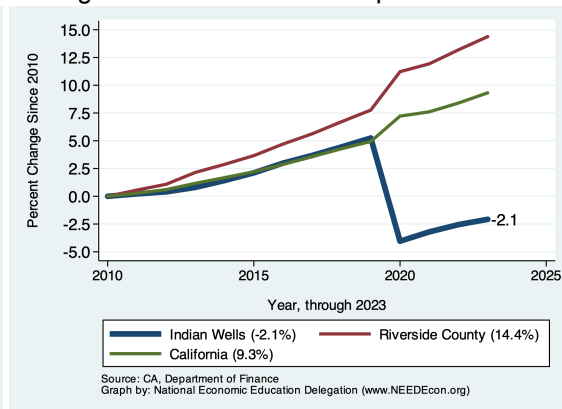


Figure 49: Number of Occupanied Units



Trends in the Growth of Housing by Housing Type

Figure 50: Single Detached Homes

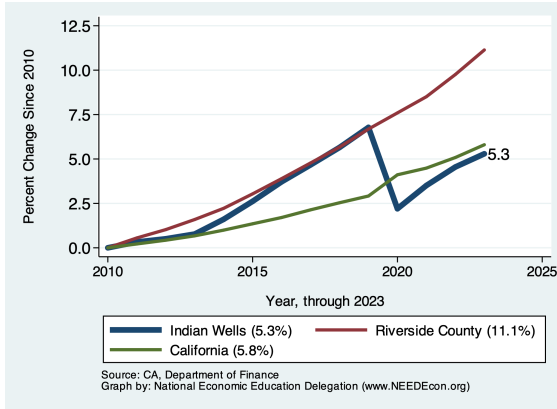


Figure 51: Single Attached Homes

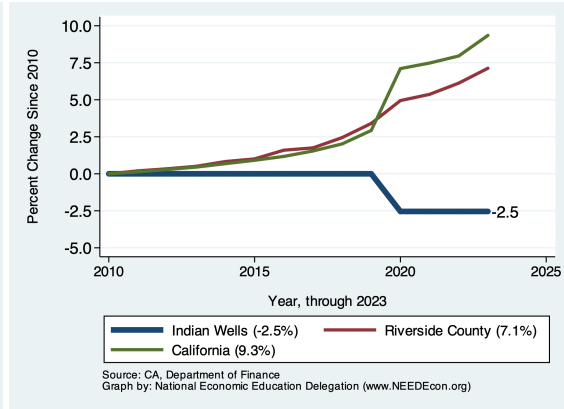


Figure 52: Housing in Buildings with Two to Four Units

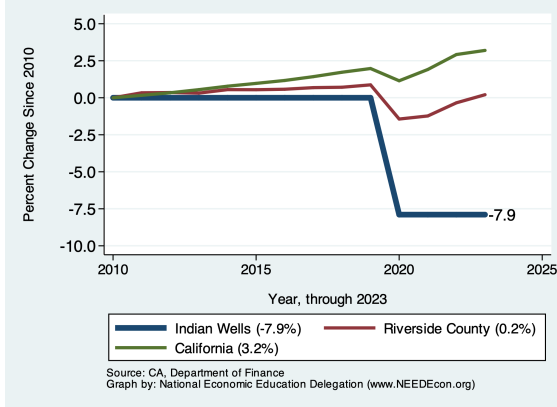
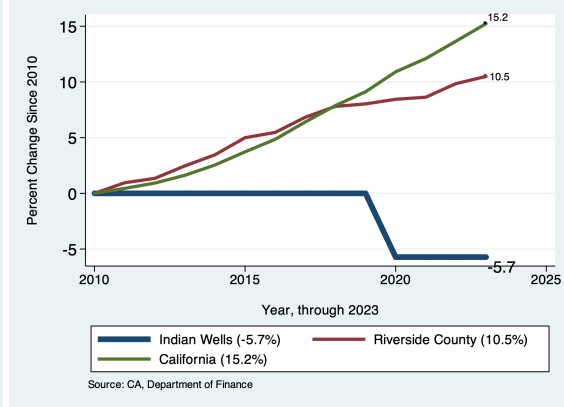


Figure 53: Housing in Buildings with Five or More Units



Vintage of Residential Housing

Why is it important?

This section provides evidence on the year in which residential housing in Indian Wells was built. We break it down into owned versus rented residences and provide a comparison across Riverside County and broader regions. A sense of the age of housing in a region provides an indication of the urgency with which a region might pursue additional hous-

ing. As the housing stock ages, an urgency with which renovations and rebuilds are permitted might result. All things equal, more recently constructed housing will be more likely to meet current codes and standards. Remodeling of existing units will be more desirable when existing units are, on average, older.

Figure 54: Distribution of Housing Construction

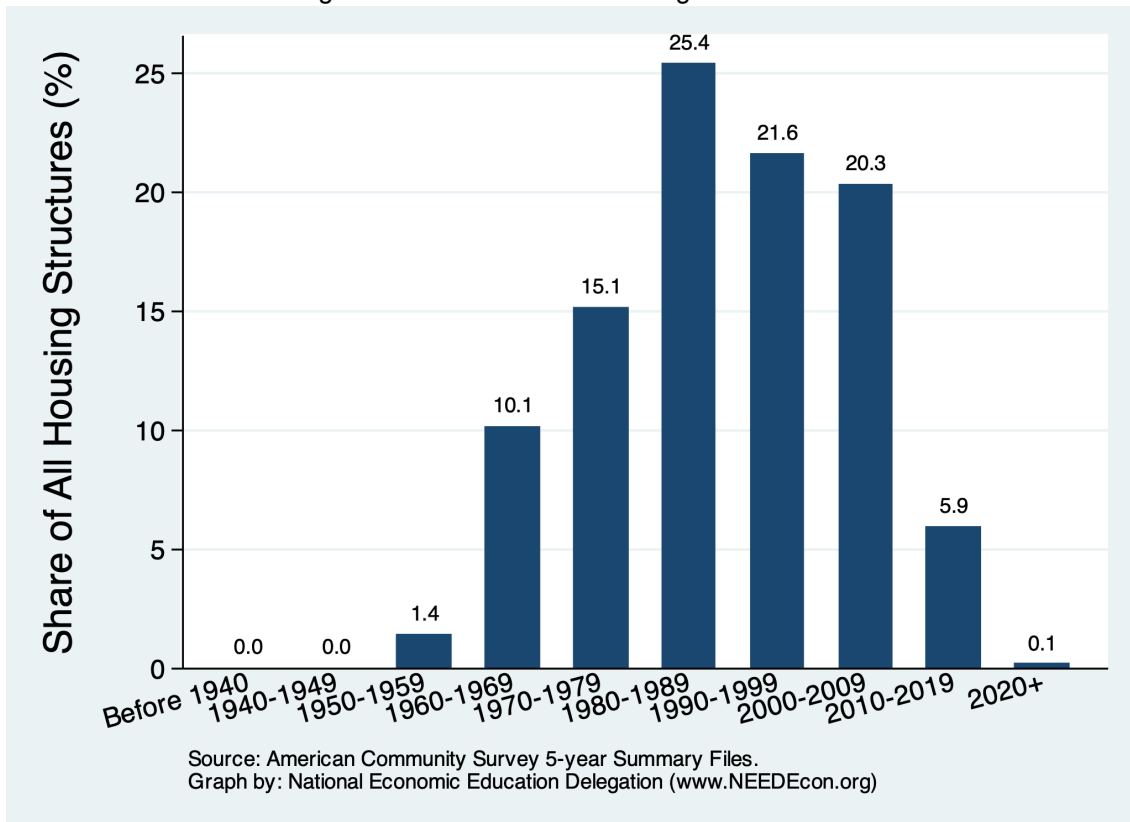


Figure 55: Housing Vintage across Regions

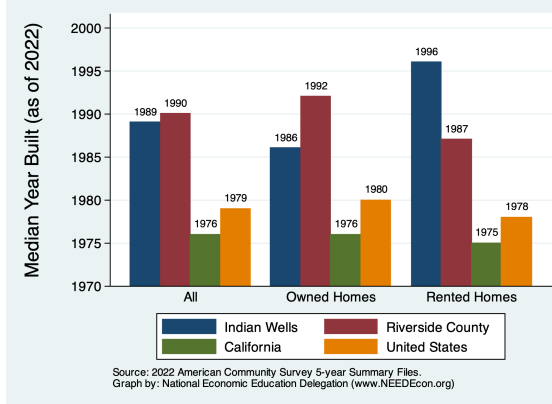


Figure 56: Housing Vintage by Tenure

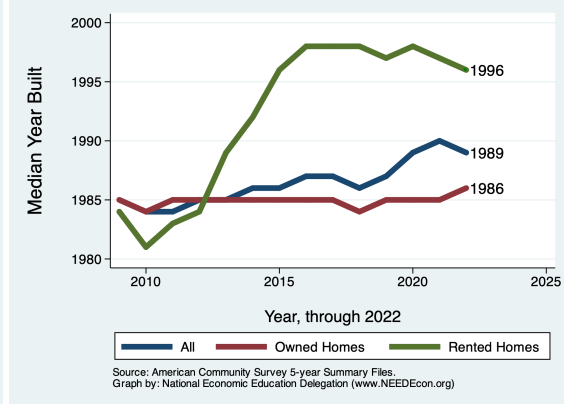


Figure 57: Vintage of Owned Residences

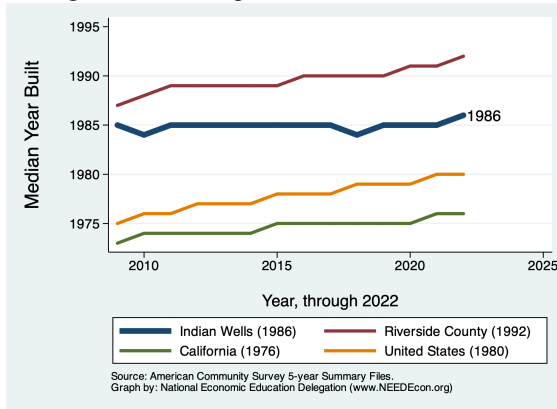


Figure 58: Vintage of Rented Residences

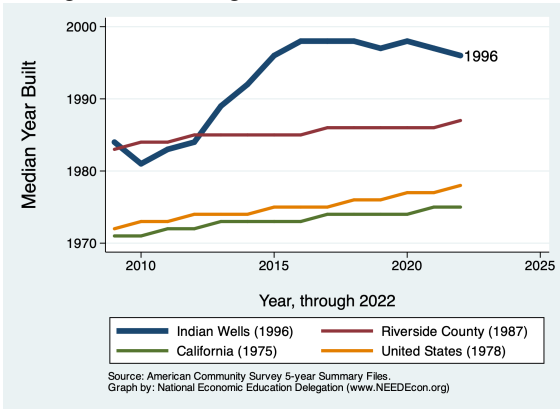
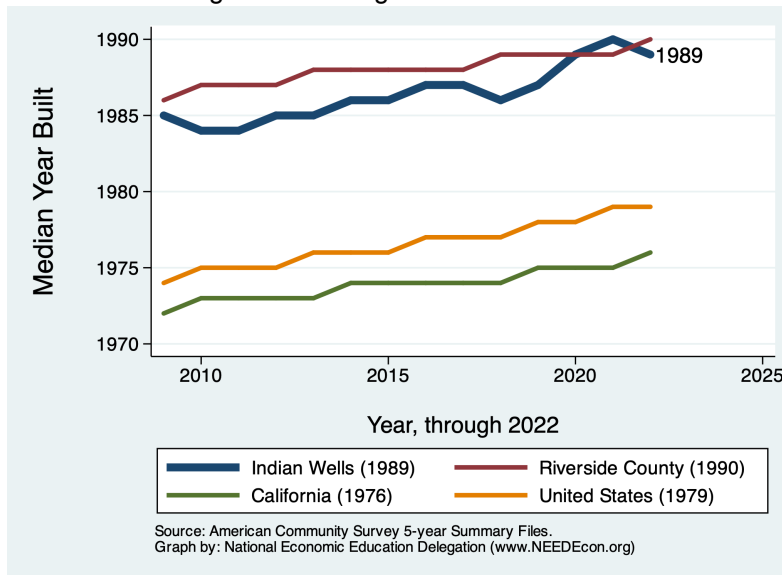


Figure 59: Vintage of All Residences



Occupation of Residential Housing

Why is it important?

The duration of residence in a city is important for developing future policies regarding growing the local population. If a region is highly mobile, evidenced by most residences having

been recently occupied, a city might propose policies to reduce that mobility, or ask why the mobility happens. Policies could be put in place to either reduce or increase migration.

Figure 60: Year Current Occupant Moved In

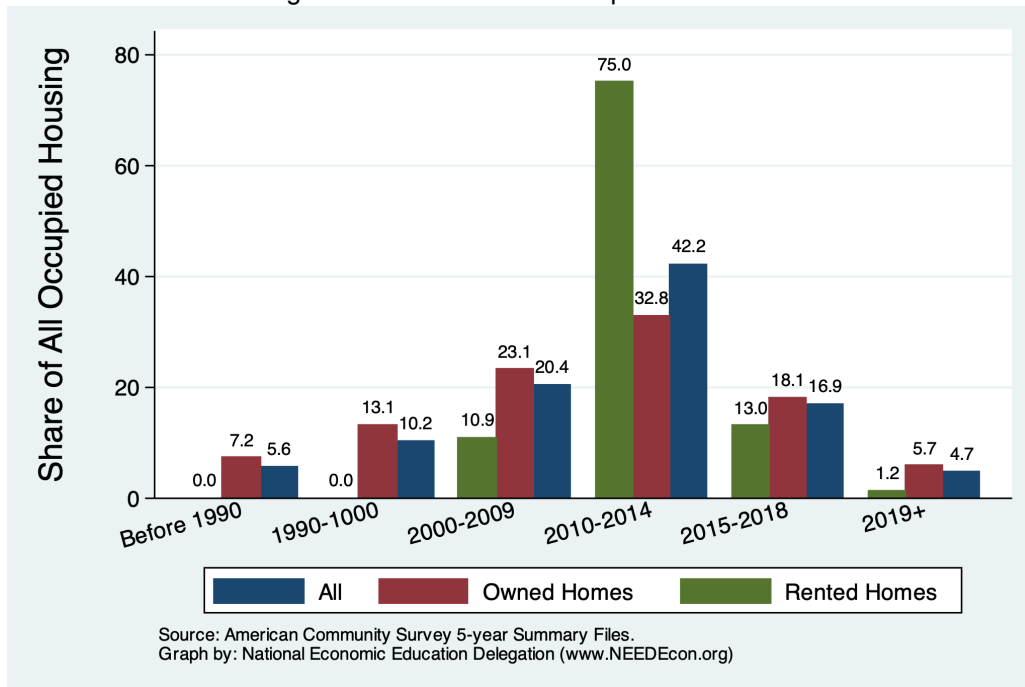


Figure 61: Year Occupied by Current Residents across Regions

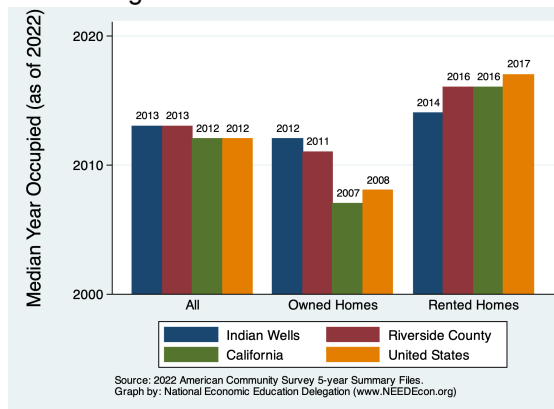


Figure 62: Year Occupied by Current Residents by Tenure

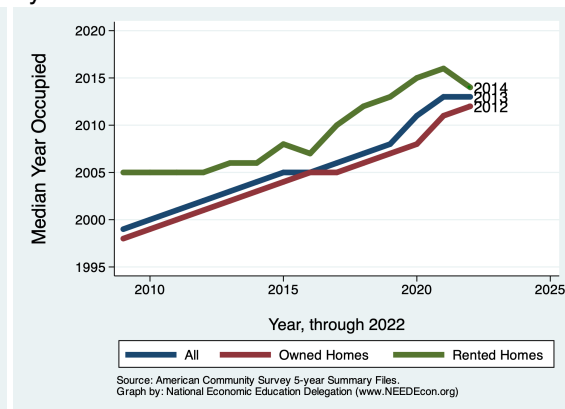


Figure 63: Year Occupied by Current Residents for Owned Housing

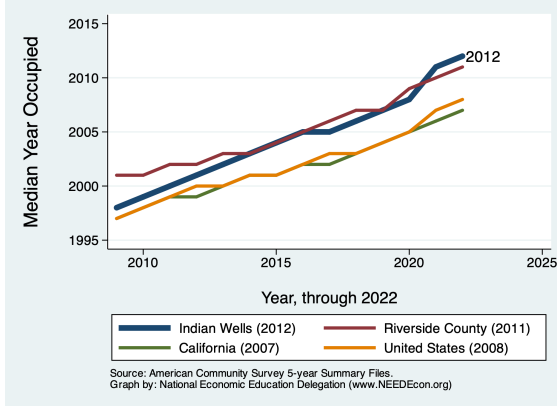


Figure 64: Year Occupied by Current Residents for Rented Housing

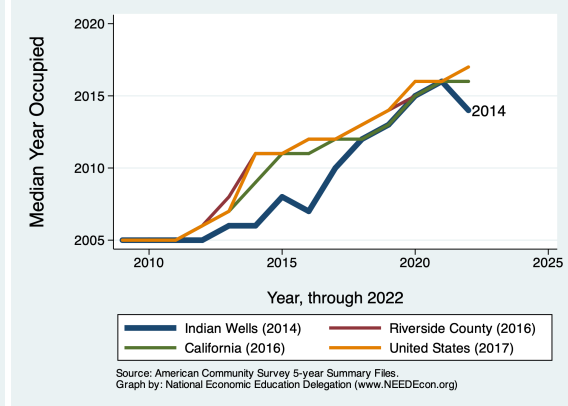
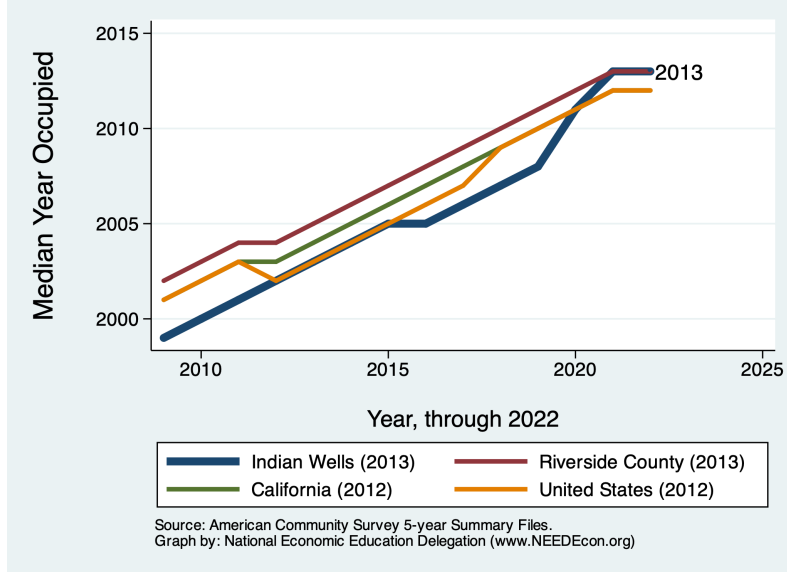


Figure 65: Year Occupied by Current Residents for All Housing



Residential Permitting

Definition:

This indicator provides evidence on the number of residential buildings that are permitted for construction each year. Permit data for Indian Wells is compared with data from Riverside County as a whole and broader regions. The statistic provided scales the number of permits by population. This is done to facilitate comparisons across regions.

Why is it important?

Building permits are the best indicator available of new units coming on the market. In order for a region's population to grow and flourish, new residential properties must be added to the existing stock. Building, both in the City and in the County more generally, is an indication of the extent to which new residences accommodate new residents or are affecting prices through increased supply.

Indian Wells - Ranking Among Comparables

Figure 66: Number of Units Permitted - Nationwide Comparables (Rank)

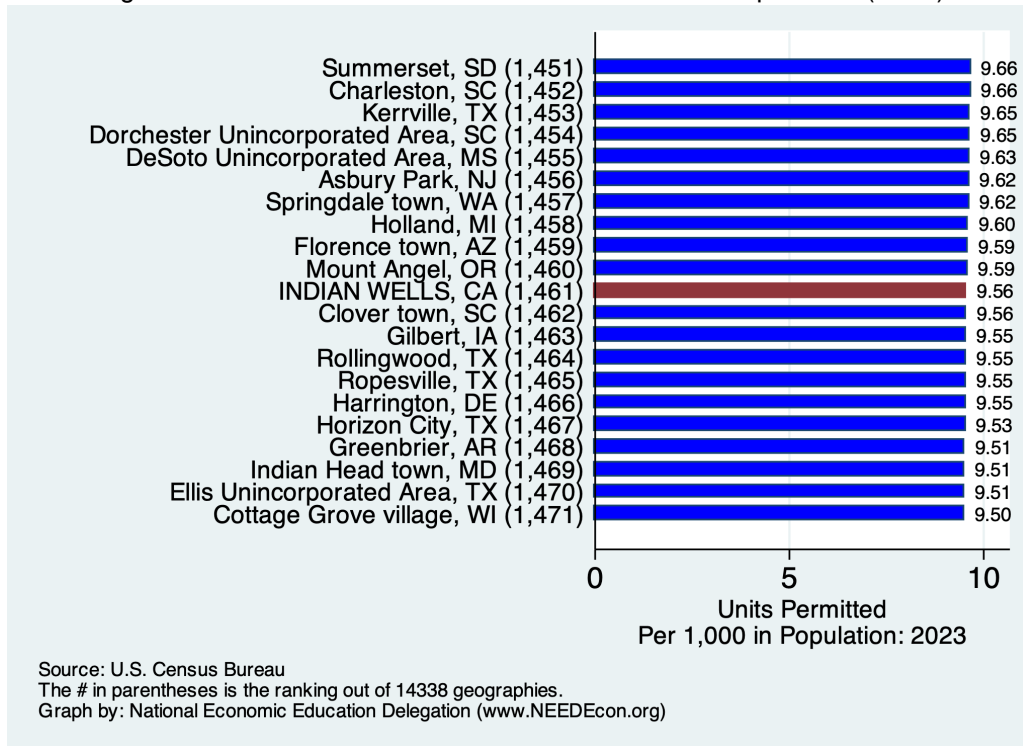
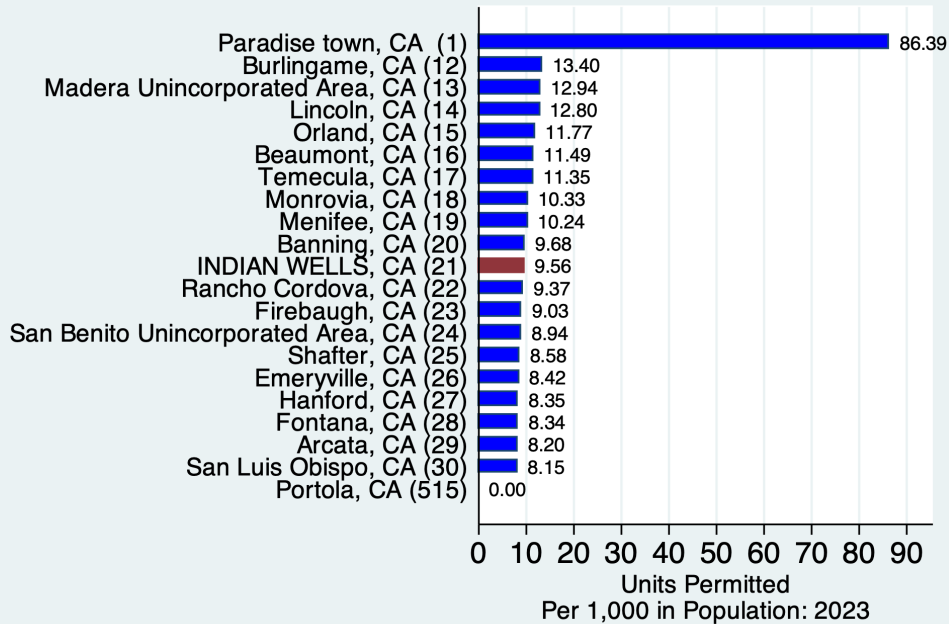
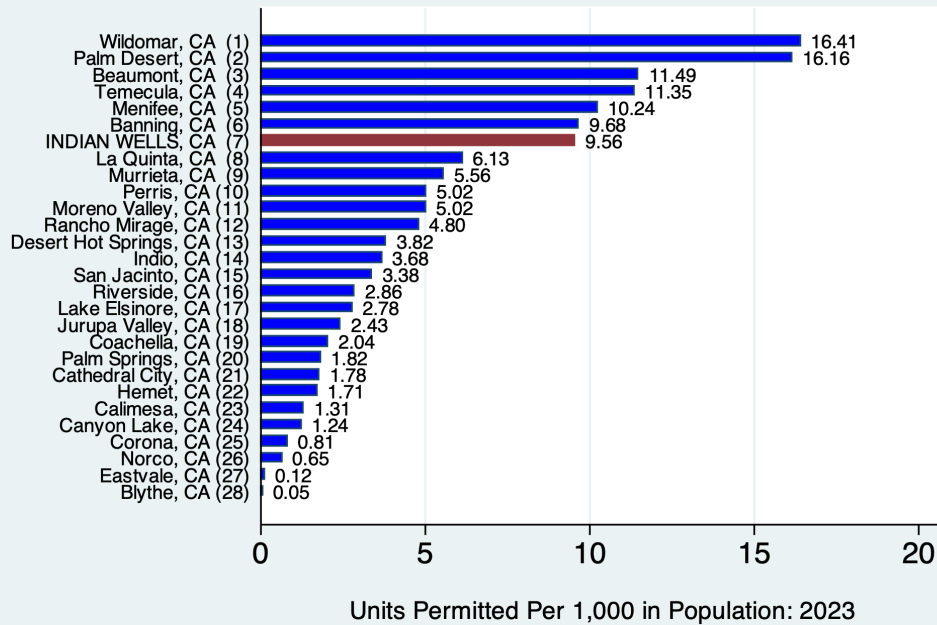


Figure 67: Number of Units Permitted - California Comparables (Rank)



Source: U.S. Census Bureau.
 The # in parentheses is the ranking out of 515 geographies.
 Graph by: National Economic Education Delegation (www.NEEDecon.org)

Figure 68: Number of Units Permitted - Cities in Riverside County (Rank)



Source: U.S. Census Bureau,
 The # in parentheses is the ranking out of 28 geographies.
 Graph by: National Economic Education Delegation (www.NEEDecon.org)

Indian Wells - Permitting Activity

Annual Units Permitted - Per Capita in Indian Wells

Figure 69: Units Permitted Each Year

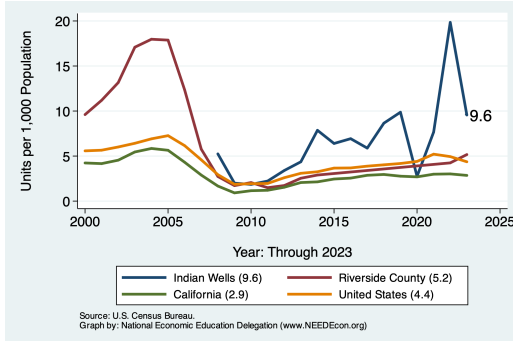
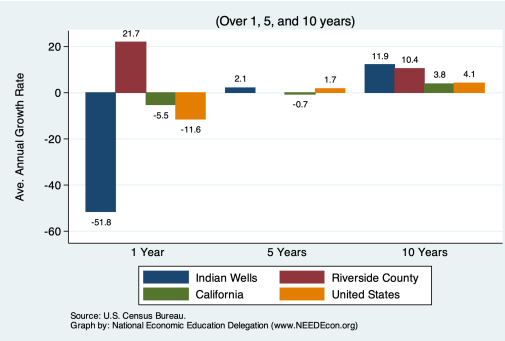


Figure 70: Average Annual Growth in Units Permitted



Annual Number of Buildings Permitted - Per Capita in Indian Wells

Figure 71: Units Permitted Each Year

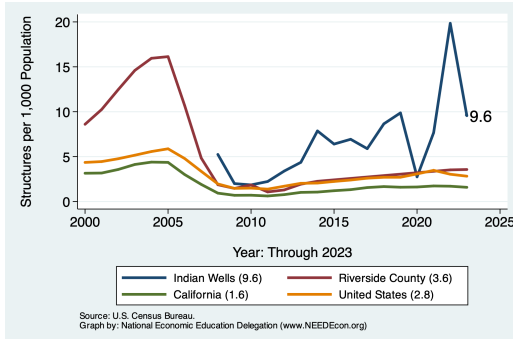
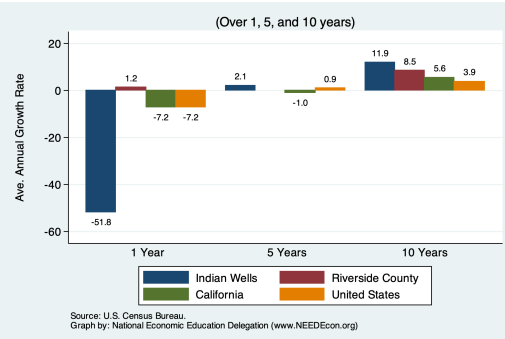


Figure 72: Average Annual Growth in Buildings Permitted



Annual Value of Property Permitted - Per Capita in Indian Wells

Figure 73: Value Permitted Each Year

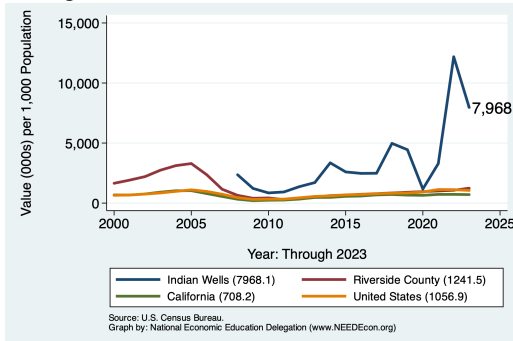
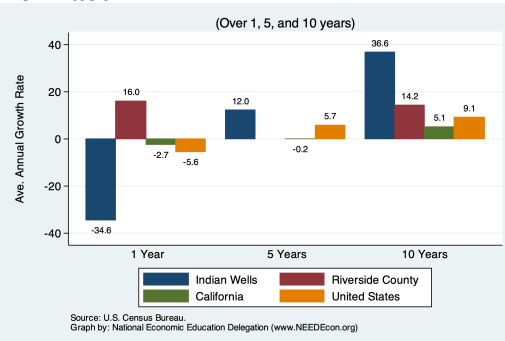


Figure 74: Average Annual Growth in Value Permitted



Commute Patterns

During the recovery from the Great Recession, the period from 2010 to 2019, the Bay Area economy, and Silicon Valley in particular, has been growing at a pace roughly double that of the state as a whole and triple that of the nation. This growth has precipitated a tight hous-

ing market and also brought about some significant changes in commute patterns, many of which have been reversed by the pandemic. Recent years have seen significant changes in both the mode of transportation and commute times.

Mode of Transportation

Figure 75: Percent of Workers Commuting by Car Alone

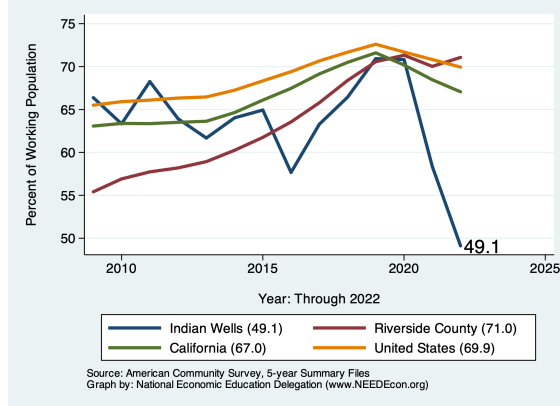


Figure 76: Percent of Workers Commuting by Carpool

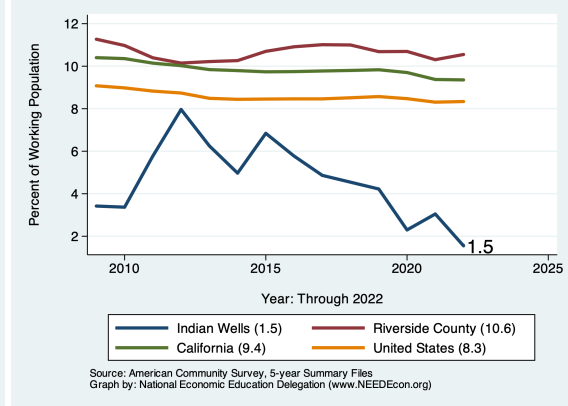


Figure 77: Percent of Workers using Public Transportation

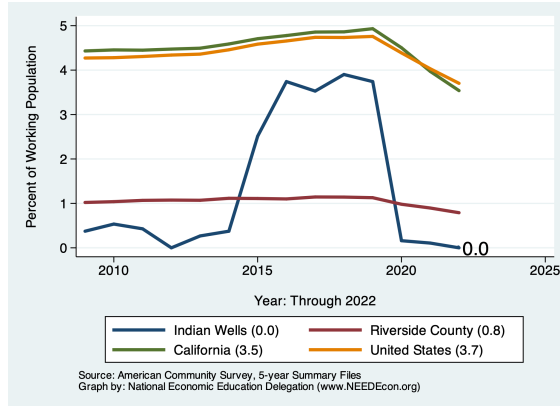
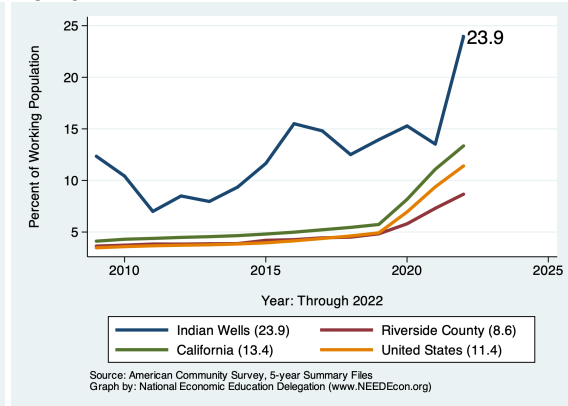


Figure 78: Percent of Workers Who Work From Home



The first table on this page presents data for those who LIVE in Indian Wells. The second provides data on those who work, but do not necessarily live in Indian Wells. The final two columns provide for a comparison of commute mode choices of people locally with those in California more broadly.

Table 6. SEX OF WORKERS BY MODE OF TRANSPORTATION TO WORK

Mode of Transit	Male		Female		All Workers		All of CA
	#	(%)	#	(%)	#	(%)	(%)
Car, Truck, or Van:	663	62.1	285	34.8	948	50.7	78.0
Drove Alone	644	60.3	275	33.6	919	49.1	68.4
Carpooled:	19	1.8	10	1.2	29	1.5	9.5
In 2-person carpool	19	1.8	10	1.2	29	1.5	6.9
In 3-person carpool	0	0.0	0	0.0	0	0.0	1.5
In 4-or-more-person carpool	0	0.0	0	0.0	0	0.0	1.1
Public Transportation (excl Taxi):	0	0.0	0	0.0	0	0.0	3.6
Bus or Trolley Bus	0	0.0	0	0.0	0	0.0	2.3
Streetcar or Trolley Car	0	0.0	0	0.0	0	0.0	0.8
Subway or Elevated	0	0.0	0	0.0	0	0.0	0.3
Railroad	0	0.0	0	0.0	0	0.0	0.2
Ferryboat	0	0.0	0	0.0	0	0.0	0.1
Bicycle	0	0.0	0	0.0	0	0.0	0.7
Walked	0	0.0	166	20.3	166	8.9	2.4
Taxicab, Motorcycle, or other	39	3.7	26	3.2	65	3.5	1.7
Worked at Home	259	24.3	189	23.1	448	23.9	13.6
Total:	961	90.0	666	81.4	1,627	87.0	

Source: 2022 5-year American Community Survey, Summary File

Table 7. SEX OF WORKERS BY MODE OF TRANSPORTATION TO WORK FOR WORKPLACE GEOGRAPHY

Mode of Transit	Male		Female		All Workers		All of CA
	#	(%)	#	(%)	#	(%)	(%)
Car, Truck, or Van:	2,158	76.6	1,775	78.0	3,933	78.2	78.0
Drove Alone	1,971	69.9	1,252	55.0	3,223	64.1	68.5
Carpooled:	187	6.6	523	23.0	710	14.1	9.5
In 2-person carpool	155	5.5	166	7.3	321	6.4	6.9
In 3-person carpool	22	0.8	35	1.5	57	1.1	1.5
In 4-or-more-person carpool	10	0.4	322	14.2	332	6.6	1.1
Public Transportation (excl Taxi):	0	0.0	0	0.0	0	0.0	3.6
Bus or Trolley Bus	0	0.0	0	0.0	0	0.0	2.3
Streetcar or Trolley Car	0	0.0	0	0.0	0	0.0	0.8
Subway or Elevated	0	0.0	0	0.0	0	0.0	0.3
Railroad	0	0.0	0	0.0	0	0.0	0.2
Ferryboat	0	0.0	0	0.0	0	0.0	0.1
Bicycle	10	0.4	0	0.0	10	0.2	0.7
Walked	0	0.0	166	7.3	166	3.3	2.4
Taxicab, Motorcycle, or other	19	0.7	61	2.7	80	1.6	1.7
Worked at Home	259	9.2	189	8.3	448	8.9	13.6
Total:	2,446	86.8	2,191	96.3	4,637	92.2	

Source: 2022 5-year American Community Survey, Summary File

The results in this table are for those who work in the region, regardless of the location of their residence.

Commute Times for Employed Residents

Table 8. SEX OF WORKERS BY TRAVEL TIME TO WORK

Mode of Transit	Male		Female		All Workers		All of CA (%)
	#	(%)	#	(%)	#	(%)	
Less than 5 minutes	18	1.9	186	27.0	204	12.9	2.0
5 to 9 minutes	93	10.1	29	4.2	122	7.7	7.5
10 to 14 minutes	114	12.3	39	5.7	153	9.7	12.2
15 to 19 minutes	127	13.7	116	16.8	243	15.3	15.0
20 to 24 minutes	29	3.1	52	7.5	81	5.1	14.3
25 to 29 minutes	162	17.5	0	0.0	162	10.2	6.3
30 to 34 minutes	40	4.3	0	0.0	40	2.5	15.0
35 to 39 minutes	0	0.0	0	0.0	0	0.0	2.9
40 to 44 minutes	5	0.5	25	3.6	30	1.9	4.3
45 to 59 minutes	22	2.4	17	2.5	39	2.5	8.6
60 to 89 minutes	30	3.2	13	1.9	43	2.7	7.9
90 or more minutes	62	6.7	0	0.0	62	3.9	4.0
Total:	702	75.9	477	69.1	1,179	74.4	

Source: 2022 5-year American Community Survey, Summary File

Figure 79: Percent of Employed Population With Commutes of More than 30 Minutes

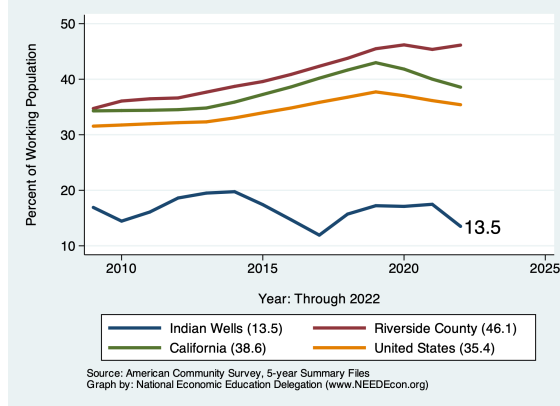


Figure 80: Percent of Employed Population With Commutes of More than 90 Minutes

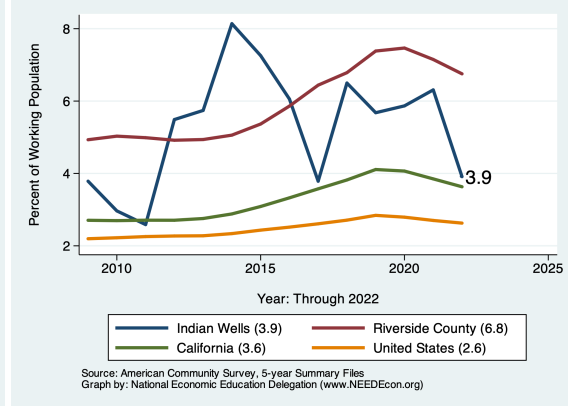
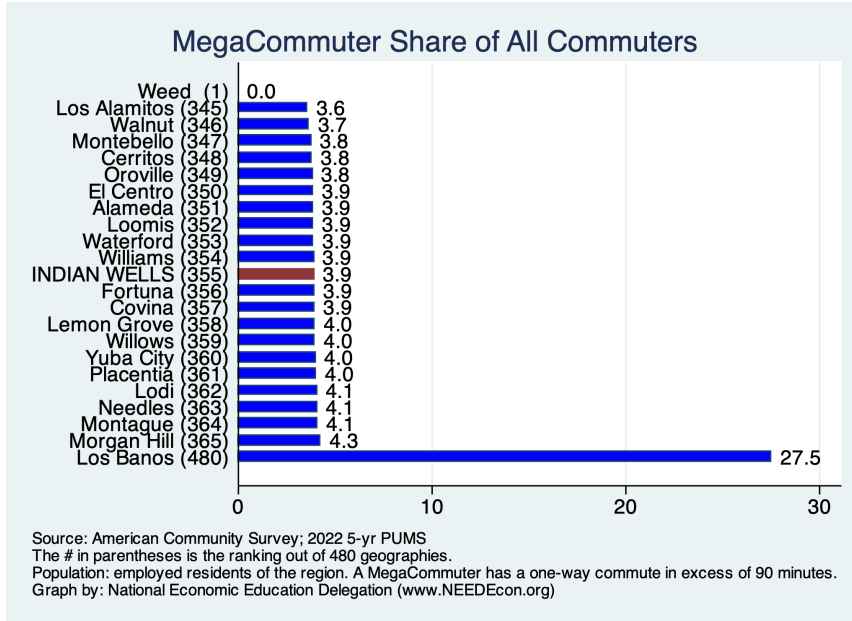


Figure 81: Rank: Share of MegaCommuters Across Similar Geographies



Source: American Community Survey; 2022 5-yr PUMS
 The # in parentheses is the ranking out of 480 geographies.
 Population: employed residents of the region. A MegaCommuter has a one-way commute in excess of 90 minutes.
 Graph by: National Economic Education Delegation (www.NEEDecon.org)

Commute Times for Those Employed in the City

Table 9. SEX OF WORKERS BY TRAVEL TIME TO WORK FOR WORKPLACE GEOGRAPHY

Mode of Transit	Male		Female		All Workers		All of CA (%)
	#	(%)	#	(%)	#	(%)	
Less than 5 minutes	26	1.0	200	9.2	226	4.7	2.0
5 to 9 minutes	175	6.5	226	10.4	401	8.4	7.5
10 to 14 minutes	196	7.3	362	16.6	558	11.6	12.2
15 to 19 minutes	222	8.3	652	29.9	874	18.2	15.0
20 to 24 minutes	505	18.9	150	6.9	655	13.7	14.3
25 to 29 minutes	176	6.6	58	2.7	234	4.9	6.3
30 to 34 minutes	262	9.8	166	7.6	428	8.9	15.0
35 to 39 minutes	105	3.9	40	1.8	145	3.0	2.9
40 to 44 minutes	117	4.4	73	3.3	190	4.0	4.3
45 to 59 minutes	158	5.9	32	1.5	190	4.0	8.6
60 to 89 minutes	208	7.8	43	2.0	251	5.2	7.9
90 or more minutes	37	1.4	0	0.0	37	0.8	4.0
Total:	2,187	81.7	2,002	91.7	4,189	87.3	

Source: 2022 5-year American Community Survey, Summary File
The results in this table are for those who work in the region, regardless of the location of their residence.

Figure 82: Percent of Local Employees With Commutes of More than 30 Minutes

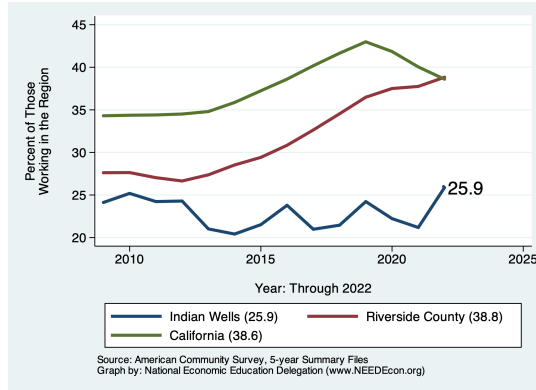


Figure 83: Percent of Local Employees With Commutes of More than 90 Minutes

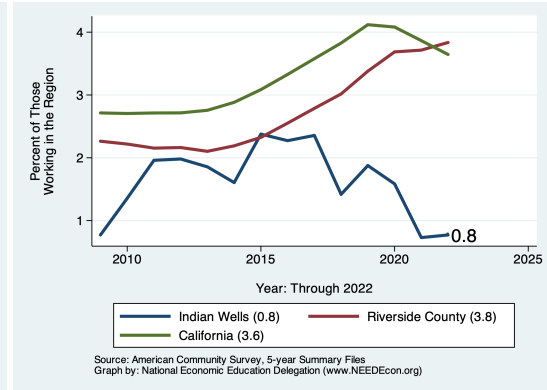
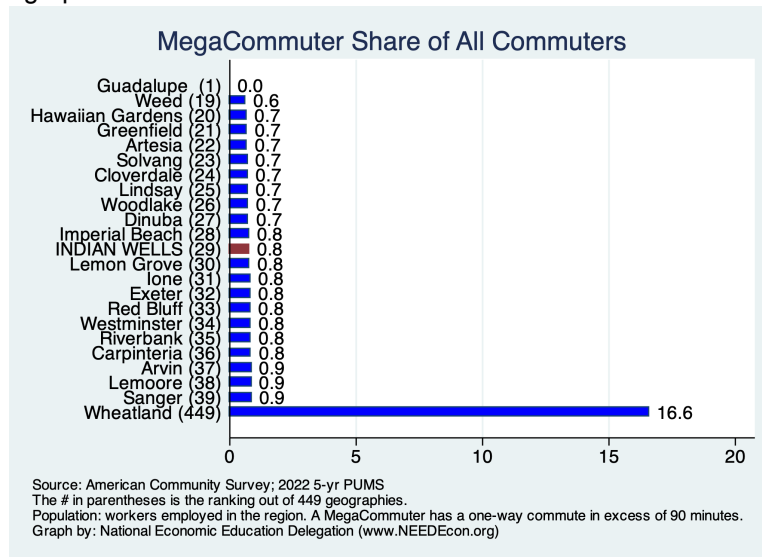


Figure 84: Rank: Share of MegaCommuters Across Similar Geographies



Place of Work

This section provides evidence on where workers living in Indian Wells work. As evidenced in the first table, some of Indian Wells’s employed workers work in the City, but many do not. The first table and graph pair provide evidence at the county level while the second provide evidence with regard to working outside of the Indian Wells city boundary.

Table 10. SEX OF WORKERS BY PLACE OF WORK—STATE AND COUNTY LEVEL

Place of Work	Male		Female		All Workers		All of CA (%)
	#	(%)	#	(%)	#	(%)	
Worked in state of residence:	882	82.6	657	80.3	1,539	82.3	99.6
Worked in county of residence	762	71.3	589	72.0	1,351	72.2	84.1
worked outside of county of residence	120	11.2	68	8.3	188	10.0	15.4
Worked outside state of residence	79	7.4	9	1.1	88	4.7	0.4
Total:	961	90.0	666	81.4	1,627	87.0	

Source: 2022 5-year American Community Survey, Summary File

Figure 85: Percent of Workers Employed Outside of Their County of Residence

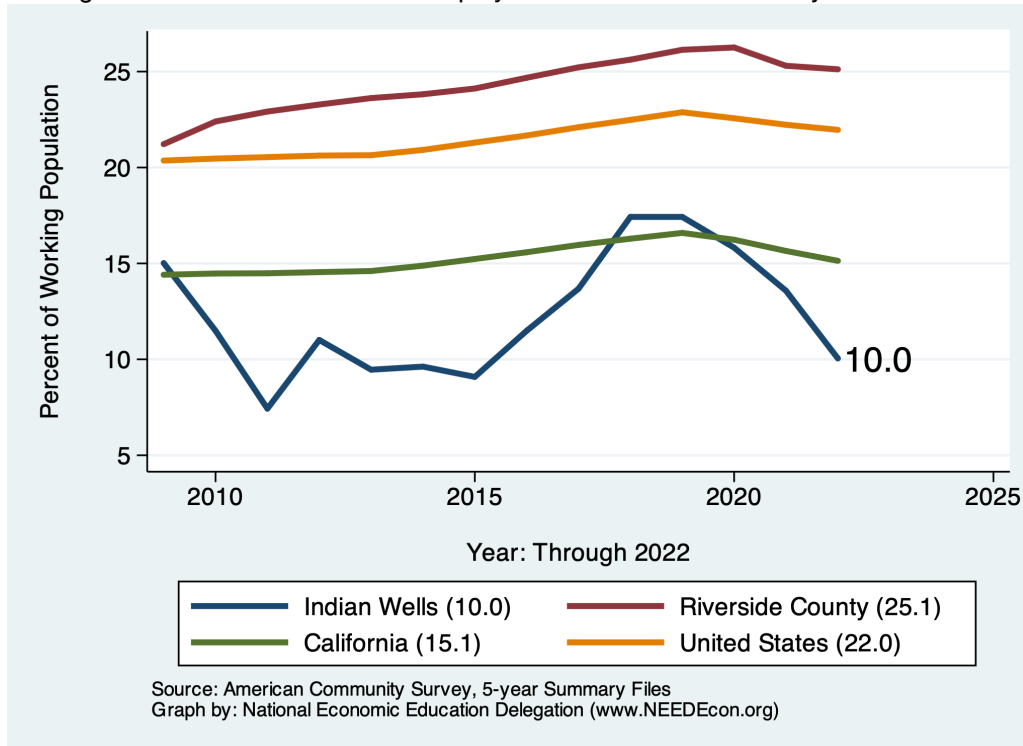
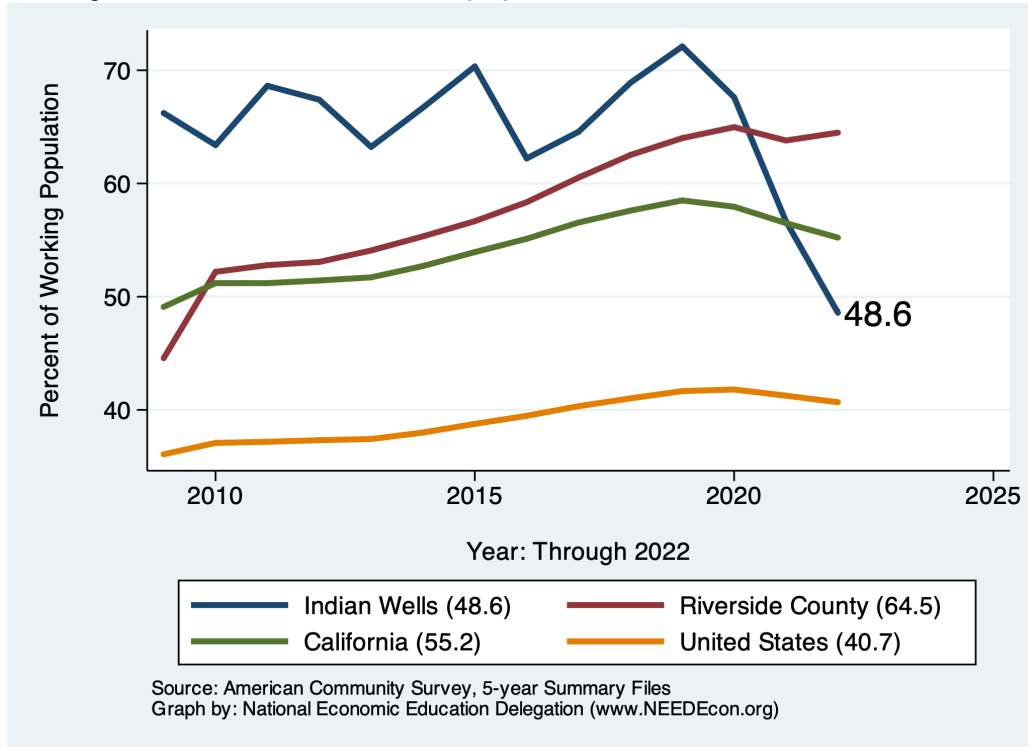


Table 11. SEX OF WORKERS BY PLACE OF WORK-PLACE LEVEL

Place of Work	Male		Female		All Workers		All of CA (%)
	#	(%)	#	(%)	#	(%)	
Living in a place:	961	90.0	666	81.4	1,627	87.0	95.9
Worked in place of residence	308	28.8	410	50.1	718	38.4	39.5
Worked outside place of residence	653	61.1	256	31.3	909	48.6	56.4
Not living in a place	0	0.0	0	0.0	0	0.0	4.1
Total:	961	90.0	666	81.4	1,627	87.0	

Source: 2022 5-year American Community Survey, Summary File

Figure 86: Percent of Workers Employed Outside of Their Place of Residence



Commute Mode by Income

**Table 12. MEDIAN EARNINGS IN THE PAST 12 MONTHS
BY MEANS OF TRANSPORTATION TO WORK**

	City	California	Ratio	United States	
	Median	Median		Median	Ratio
Car, truck, or van - drove alone	87,755	48,566	134.4	46,171	133.7
Car, truck, or van - carpooled	2,499	36,463	5.1	34,487	5.1
Public transportation (excluding taxicab)		40,179		45,100	
Walked		29,366		27,142	
Taxicab, motorcycle, bicycle, or other means		40,433		36,140	
Worked from home	66,556	75,153	65.9	67,180	69.7
Total:	65,536	48,747	134.4	46,099	142.2

Source: 2022 5-year American Community Survey, Summary File

Notes: 1) Ratio = the ratio of the regional median to either the CA or US median, relative to the Total ratio.

Values above 100 imply a high local median. Values below 100 imply a low local median.

For example, a value of 200 means that the local mean is 2x higher than would be expected.

For "Total:", ratio is simply the ratio of the medians.

2) For regions with more than one geography, the medians are averages weighted by working population.

Table 13. MODE OF TRANSPORTATION TO WORK BY WORKERS' EARNINGS

Mode of Transit	< \$25,000		\$25,000-\$74,999		\$75,000+		All		All of CA (%)
	#	(%)	#	(%)	#	(%)	#	(%)	
Car, Truck, or Van: Drove Alone	134	30.1	223	40.8	500	57.1	919	49.6	68.4
Car, Truck, or Van: Carpooled	19	4.3	10	1.8	0	0.0	29	1.6	9.5
Public Transportation (excl Taxi)	0	0.0	0	0.0	0	0.0	0	0.0	3.6
Walked	0	0.0	166	30.3	0	0.0	166	9.0	2.4
Taxicab, Motorcycle, or other	20	4.5	6	1.1	39	4.5	65	3.5	2.4
Worked at Home	99	22.2	142	26.0	207	23.6	448	24.2	13.6
Total:	272	61.1	547		746	85.2	1,627	87.9	100.0

Source: 2022 5-year American Community Survey, Summary File

**Table 14. MODE OF TRANSPORTATION TO WORK BY WORKERS' EARNINGS FOR
WORKPLACE GEOGRAPHY**

Mode of Transit	< \$25,000		\$25,000-\$74,999		\$75,000+		All		All of CA (%)
	#	(%)	#	(%)	#	(%)	#	(%)	
Car, Truck, or Van: Drove Alone	574	23.4	1,109	69.2	656	66.8	3,223	64.1	68.5
Car, Truck, or Van: Carpooled	343	14.0	176	11.0	82	8.4	710	14.1	9.5
Public Transportation (excl Taxi)	0	0.0	0	0.0	0	0.0	0	0.0	3.6
Walked	0	0.0	166	10.4	0	0.0	166	3.3	2.4
Taxicab, Motorcycle, or other	43	1.8	10	0.6	37	3.8	90	1.8	2.4
Worked at Home	99	4.0	142	8.9	207	21.1	448	8.9	13.6
Total:	1,059	43.1	1,603		982		4,637	92.2	

Source: 2022 5-year American Community Survey, Summary File

The results in this table are for those who work in the region, regardless of the location of their residence.

Commute Mode by Poverty Status

Table 15. MODE OF TRANSPORTATION TO WORK BY POVERTY STATUS

Mode of Transit	In Poverty		100-149% of Pov		>150% of Pov		All		All of CA (%)
	#	(%)	#	(%)	#	(%)	#	(%)	
Car, Truck, or Van: Drove Alone	16	64.0	0	0.0	903	48.8	919	49.1	68.7
Car, Truck, or Van: Carpooled	0	0.0	0	0.0	29	1.6	29	1.5	9.5
Public Transportation (excl Taxi)	0	0.0	0	0.0	0	0.0	0	0.0	3.6
Walked	0	0.0	0	0.0	166	9.0	166	8.9	2.1
Taxicab, Motorcycle, or other	0	0.0	0	0.0	65	3.5	65	3.5	2.4
Worked at Home	0	0.0	0	0.0	448	24.2	448	23.9	13.6
Total:	16	64.0	0	0.0	1,611	87.0	1,627	87.0	

Source: 2022 5-year American Community Survey, Summary File

Table 16. MODE OF TRANSPORTATION TO WORK BY POVERTY STATUS FOR WORKPLACE GEOGRAPHY

Mode of Transit	In Poverty		100-149% of Pov		>150% of Pov		All		All of CA (%)
	#	(%)	#	(%)	#	(%)	#	(%)	
Car, Truck, or Van: Drove Alone	133	27.4	155	31.8	2,935	69.8	3,223	64.1	68.7
Car, Truck, or Van: Carpooled	57	11.7	88	18.1	565	13.4	710	14.1	9.5
Public Transportation (excl Taxi)	0	0.0	0	0.0	0	0.0	0	0.0	3.6
Walked	0	0.0	0	0.0	166	3.9	166	3.3	2.1
Taxicab, Motorcycle, or other	0	0.0	0	0.0	90	2.1	90	1.8	2.4
Worked at Home	0	0.0	0	0.0	448	10.7	448	8.9	13.6
Total:	190	39.1	243	49.9	4,204		4,637	92.2	

Source: 2022 5-year American Community Survey, Summary File

The results in this table are for those who work in the region, regardless of the location of their residence.

Migration

Overall Migration Flows

Definition:

The United States is a country with an increasingly mobile population. People move, migrate, from one place to another with increasing frequency.

Why is it important?

Having a handle on whether or not Indian Wells is a net recipient (migration inflows) or donor (migration outflows) of population is very im-

portant for understanding trends in the City's development. This section outlines migration patterns by age, education, income, marital status, and housing tenure. Understanding recent trends is very important for making policy, investment, and other decisions about the future. Also, understanding the extent to which the population is stable, or experiences significant turnover each year is helpful for planning purposes.

Figure 87: Overall Movements of Residents

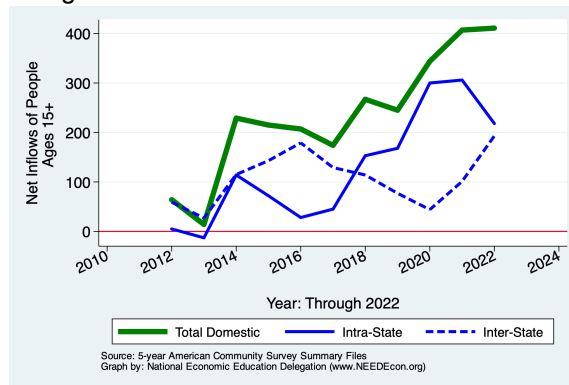


Table 17: Migration by Income

Category	Population	Net Inflows				
		All Migration	Same State		Across States	From Abroad
			W/in County	Between Counties		
No income	183	-17	-42	9	0	16
With income	4,431	501	9	242	193	57
\$1 to \$9,999 or less	469	39	4	37	-21	19
\$10,000 to \$14,999	230	30	0	0	23	7
\$15,000 to \$24,999	357	-26	-38	7	5	0
\$25,000 to \$34,999	466	118	44	19	42	13
\$35,000 to \$49,999	401	67	9	58	0	0
\$50,000 to \$64,999	485	-39	-20	-51	32	0
\$65,000 to \$74,999	172	28	8	0	9	11
\$75,000 or more	1,851	284	2	172	103	7
All:	4,614	484	-33	251	193	73

Source: 2022 5-year American Community Survey, Summary File

Note: The data in this and other tables in this section are limited in that there is no information on the City's population that has moved abroad.

The "From Abroad" column is gross movements into the City from abroad.

Figure 88: Overall Movements of Low Income Residents

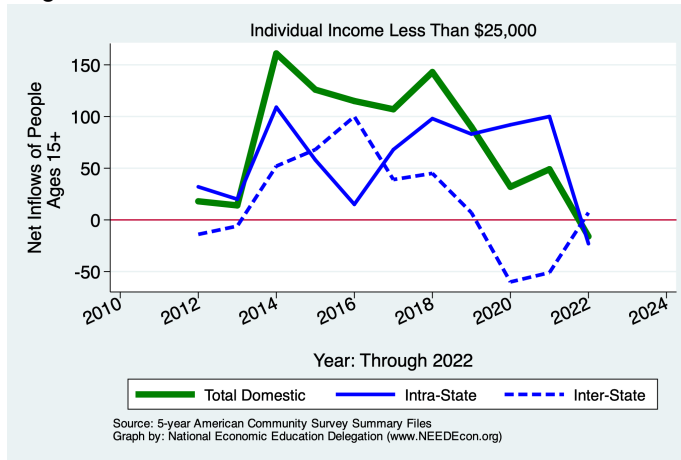


Figure 89: Overall Movements of Middle Income Residents

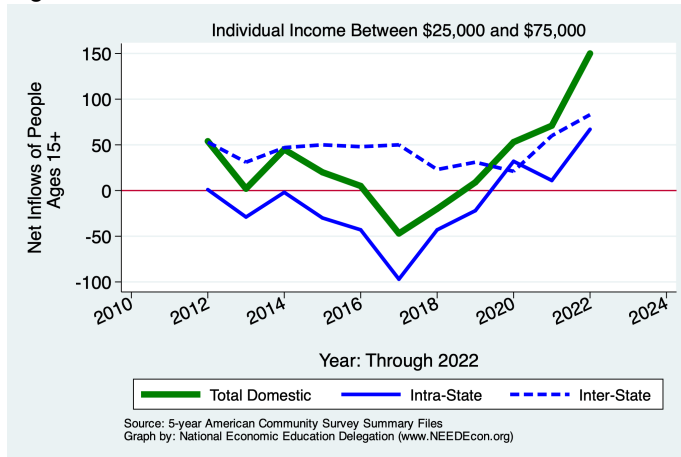
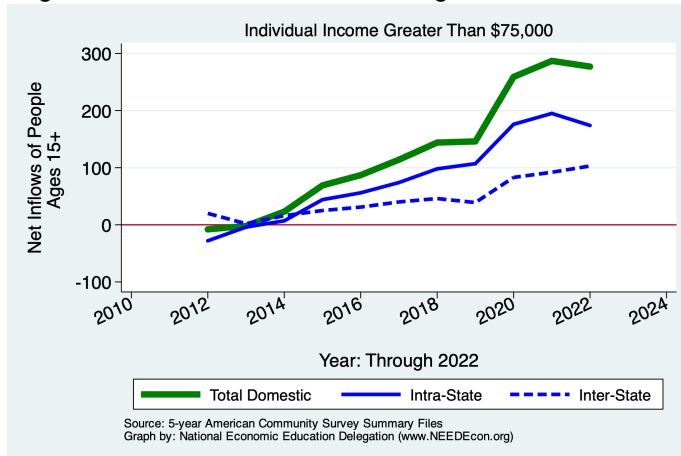


Figure 90: Overall Movements of High Income Residents



Demographics of Migration Flows

Table 18: Migration by Marital Status

Category	Population	Net Inflows				
		All Migration	Same State		Across States	From Abroad
			W/in County	Between Counties		
Never married	499	12	-75	61	7	19
Now married, except separated	2,772	524	68	205	203	48
Divorced	772	-12	-14	14	-12	0
Separated	24	0	0	0	0	0
Widowed	547	-40	-12	-29	-5	6
Total:	4,614	484	-33	251	193	73

Source: 2022 5-year American Community Survey, Summary File

Table 19: Migration by Tenure

Category	Population	Net Inflows				
		All Migration	Same State		Across States	From Abroad
			W/in County	Between Counties		
Householder lived in owner-occupied housing units	3,929	486	-51	251	219	67
Householder lived in renter-occupied housing units	882	-14	-2	0	-18	6
Total:	4,811	472	-53	251	201	73

Source: 2022 5-year American Community Survey, Summary File

Figure 91: Domestic Movements of Residents by Tenure

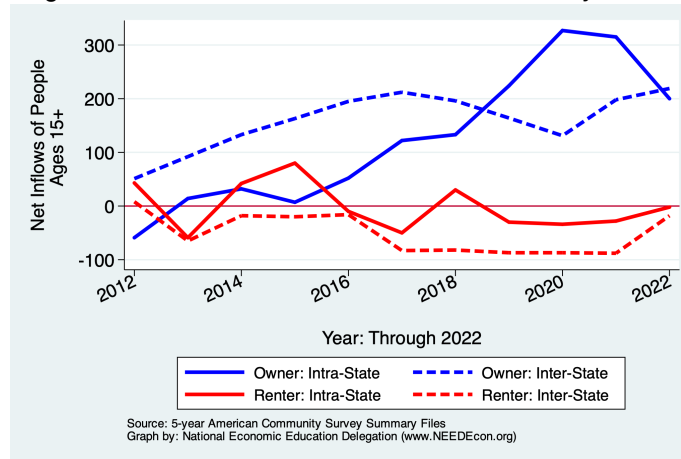


Table 20: Migration by Age

Category	Population	Net Inflows				
		All Migration	Same State			From Abroad
			W/in County	Between Counties	Across States	
1 to 4 years	69	0	0	0	0	0
5 to 17 years	206	-46	-62	0	16	0
18 and 19 years	20	-18	0	0	-18	0
20 to 24 years	27	27	0	27	0	0
25 to 29 years	149	-7	-7	0	0	0
30 to 34 years	66	18	0	9	9	0
35 to 39 years	65	-29	-26	0	-3	0
40 to 44 years	74	16	0	0	16	0
45 to 49 years	106	23	4	0	0	19
50 to 54 years	81	10	0	10	0	0
55 to 59 years	675	158	28	85	30	15
60 to 64 years	512	104	0	34	56	14
65 to 69 years	503	78	-21	40	51	8
70 to 74 years	767	22	-11	-10	32	11
75 years and over	1,501	116	42	56	12	6
Total Population:	4,821	472	-53	251	201	73

Source: 2022 5-year American Community Survey, Summary File

Table 21: Migration by Educational Attainment

Category	Population	Net Inflows				
		All Migration	Same State			From Abroad
			W/in County	Between Counties	Across States	
Less than high school graduate	97	0	0	0	0	0
High school graduate (includes equiv)	641	95	28	42	19	6
Some college or assoc. degree	1,194	44	-55	35	22	42
Bachelor's degree	1,223	140	26	22	78	14
Graduate or professional degree	1,344	230	10	125	84	11
Total:	4,499	509	9	224	203	73

Source: 2022 5-year American Community Survey, Summary File

Table 22: Median Income of Migration Flows

Flow	In-Migration	Out-Migration
Same House 1 Year Ago	60,288	60,288
Moved Within Same County	67,552	67,813
Total Population:	61,442	60,187

Source: 2022 5-year American Community Survey, Summary File

Table 23: Median Age of Migration Flows

Flow	In-Migration	Out-Migration
Same House 1 Year Ago	69.9	69.9
Moved Within Same County	71.2	64.9
Moved Between States	65.1	66.8
Moved from Abroad	61.4	
Total Population:	68.4	69.4

Source: 2022 5-year American Community Survey, Summary File

References and Sources

The majority of the data presented in this report are from the American Community Survey (ACS). For larger geographies, the 1-year Summary Files provide the data. For smaller communities, roughly those with less than 65,000 in population in 2021, the 5-year Summary Files provide the data.

The ACS data are supplemented by building permit data from the U.S. Census Bureau, population and housing data from the California Department of Finance, and home price and rental rates from Zillow.

U.S. Census Bureau. American Community Survey 1-year and 5-year Summary Files. <https://www.census.gov/programs-surveys/acs/data/data-via-ftp.html>. The 1-year data are released in September each year and the 5-year data are released in January.

Zillow Research Data <https://www.zillow.com/research/data/>

U.S. Census Bureau. Building Permits Data, updated annually in February. <https://www.census.gov/construction/bps/current.html>

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